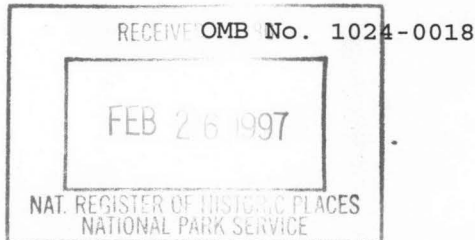


NPS Form 10-900
(Rev. 10-90)



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 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any 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 Pere Marquette Railway Belding Depot

other names/site number N/A

=====

2. Location

=====

street & number 100 Depot Street not for publication
N/A
city or town Belding vicinity N/A
state Michigan code MI county Ionia code 67
zip code 48809

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Ruthann B. Yekert 3/20/97
Signature of certifying official Date

MI SHPO
State or 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 or other official Date

State or Federal agency and bureau

=====
4. National Park Service Certification
=====

I, hereby certify that this 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 3/29/97

Signature of 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

Contributing	Noncontributing
<u> 1 </u>	<u> </u> buildings
<u> </u>	<u> </u> sites
<u> </u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u> 1 </u>	<u> 0 </u> Total

Number of contributing resources previously listed in the National Register 0

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

 N/A

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Rail-related

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: Road-related (vehicular)

Government City Hall

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Other: hip-roof railroad depot

Materials (Enter categories from instructions)

foundation Concrete

roof Asphalt

walls Brick

other N/A

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Description

Belding's Pere Marquette depot is a long and narrow one-story building with reddish-brown wire-cut brick walls and a low hip roof which flares along the broadly overhanging eaves. The building was constructed in 1920. The rectangular building has ground dimensions of ninety-six feet four inches by twenty-four feet, excluding a hip-roof projection for the ticket/telegrapher's office centrally positioned along the track side. The foundation is of poured concrete and the window lintels of limestone. A low attic above the ticket/telegrapher's office is finished in clapboarding.

The depot stands at the northwest corner of North Bridge Street and Gibson Drive on the north edge of Belding's central business district. The building's front faces south and trackside is to the north. Diagonally across the intersection to the southeast stands one of the former Belding Brothers silk mills dating from the late nineteenth century.

After a long period of disuse, the former depot has recently been rehabilitated to house Belding's city council chamber and the city's dial-a-ride office. The central portion of the building contains the former waiting room, which now serves as the lobby for the entire building. It is entered by a single door on the street side. Separate doorways on either side of the ticket office lead to a fenced-in area near the tracks on the north side. The waiting room is approximately thirty-six by twenty-four feet in size with a twelve-foot high ceiling. At the room's southwest corner, a door leads to a staircase along the lobby's west wall extending down to a basement beneath the center part of the building. Projecting into the waiting room along the center of its trackside wall is the former ticket/telegrapher's office, a small rectangular space which now houses the dial-a-ride office. The ticket window has been retained. The building's east end contained a women's waiting room with its own lavatory and a men's lavatory, entered from the main waiting room. The women's waiting room now serves as a break room for the dial-a-ride employees, with its own lavatory, while the men's lavatory now serves the public. In the depot's west end, which contained express, baggage, and tool rooms, the partitions have been removed and the space opened up to serve as the city council chamber.

Much of the building's interior finish, including simple colonial-inspired wooden door and window trim and horizontal-panel doors throughout the building and terrazzo floors and white glazed tile dados in the former waiting and ladies' waiting room, has been retained. In the city council chambers, the bare brick walls of the former baggage and express rooms remain visible. Three sliding wood doors which served these rooms -- two in the south

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

facade and one in the north -- remain operable and have been restored. Each is now fronted on the exterior with a large horizontal-light floor-to-ceiling window entirely filling the space. In the fourth opening, located at the west end of the north facade, a modern double door has been replaced with a wooden door and non-functioning paired look-alike "door" more in keeping with the building's other doors, to provide a second means of egress from the council chamber.

=====

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.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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.

Areas of Significance (Enter categories from instructions)

Transportation _____
 Architecture _____

Period of Significance 1920-1941

Significant Dates 1920-21
1941

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder H. V. Snyder & Son/Battle Creek, MI, builder

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

=====
9. Major Bibliographical References
=====

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

- Previous documentation on file (NPS) None
- 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 # _____

Primary Location of Additional Data

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

Name of repository: _____

=====
10. Geographical Data
=====

Acreage of Property Less than one

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	644100	4731100	3	_____	_____
2	_____	_____	_____	4	_____	_____
	<input type="checkbox"/> 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.)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3

Significance

The Pere Marquette depot served passengers on Belding's only railroad line from its completion in 1921 until the end of passenger service in 1941. The building is a well preserved example of the 1920s generation of small town railroad stations in Michigan.

Belding began with the settlement in 1839 of Charles Broas, a native of Broome County, New York. The town remained a hamlet until 1871, when Wilson, Luther & Wilson of New York erected a sawmill that was 40 by 125 feet in ground dimensions and produced 50-60,000 board feet of lumber per day. The Detroit, Lansing & Lake Michigan Railroad soon built a branch line into town from nearby Kiddville to serve the mill. Alvah N., Milo M., and Hiram H. Belding platted a village of Belding in 1871. The sawmill plus a furniture factory and other enterprises gave the place a population of about 500 by 1881. In 1886, Belding Brothers & Company built the first of the silk mills that made Belding one of the nation's leaders in silk goods manufacturing. By 1893 the community had a population of approximately 3300. By 1917 it rose to more than 5000.

The Detroit, Lansing & Lake Michigan branch line at first carried only freight. In 1872 Hiram H. Belding and George Ellis opened a horse car line connecting the village over the branch line's tracks with Kiddville. A car met each train. Because of Belding's explosive growth with the opening of the silk mills in the late 1880s, the Detroit, Grand Rapids & Western Railroad (successor to the Detroit, Lansing & Lake Michigan) instituted direct passenger service to Belding in 1888. The date of the beginning of service, August 11, coincided with the date of opening of the Belding Brothers' Hotel Belding.

The Pere Marquette Railroad (later reorganized as the Pere Marquette Railway) was organized in 1899 as a merger of numerous smaller companies, including the Detroit, Grand Rapids & Western. The Pere Marquette extended the branch line southward from Belding to connect with its line at Lowell. Thereafter the route through Belding became part of the company's important line between Grand Rapids and Saginaw. Nineteen passenger trains daily (except Sunday) began passing through Belding on January 9, 1900.

The 1920 Belding depot replaced a picturesque Shingle Style building presumably constructed around 1888, the year when the railroad introduced passenger service. The reasons for replacing the 1880s building have not been clearly documented. The old depot may have been too small to serve the railroad's needs in this then rapidly growing community. It may have been in a deteriorated, even shabby, condition. The railroad may

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

have felt that the expenses of maintenance could be greatly reduced in the long run by replacing the wooden building with its fussy exterior with a brick structure of more simple design. Local residents and businesspeople typically viewed an older depot -- particularly a poorly maintained one -- as harmful to the progressive image of the community they wished to present to the public.

Whatever were the actual reasons, the frame depot was replaced during the latter half of 1920. By the end of June, 1920, the site was marked out and the materials, according to a report in the June 30, 1920, Belding Banner, on their way. The July 21 Banner reported that the foundation excavating was already completed and the contractor, H. V. Snyder & Son of Battle Creek, was beginning work. The building was to be completed by about January 1, 1921.

Railroad passenger traffic at Belding remained heavy during the new depot's early years, partly because of the hundreds of women employees of the city's silk mills who commuted to their homes in nearby towns along the line on weekends. In the 1930s, however, Belding's silk industry collapsed and the city's boom turned to bust.

The new Pere Marquette depot served its original purpose until passenger service ceased in 1941. After the end of passenger service, the building continued to house railroad maintenance and storage facilities and offices until recent years, when it was vacated by its last railroad owner, the Mid-Michigan Railroad of Greenville, Michigan, which took over this line following its abandonment by the Chesapeake & Ohio Railroad (the C. & O. absorbed the Pere Marquette in 1951). During 1994-95 the city of Belding rehabilitated the structure -- using federal Intermodal Surface Transportation Enhancement Act assistance -- to serve as a meeting place for the city council and to house the city's dial-a-ride operation. The architects for this work were Architects Four, Inc., of Ann Arbor, Michigan, and Rick Stout of Belding served as landscape architect.

The Belding depot typifies depots built by Michigan's railroads in the 1910-30 era. While the basic form and division of interior space for small-town depots changed little between the 1890s and 1920s, the exterior aspect of the depot building underwent a substantial evolution between about 1900 and 1910. Earlier depots were more often than not of frame construction, but most built after the turn of the century were more substantial buildings with masonry walls and, often, tile roofs. The cost of maintenance and the susceptibility to fire of the frame depots may have been the reasons for their loss of favor. The Michigan Central, which began a major depot rebuilding program in the 1880s, seems to have been

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

the pioneer.

The exteriors of the masonry-wall depots of the 1890s and first few years of the twentieth century generally retain Victorian decorative elements such as arched windows and brickwork accented with stone trim. By 1910, however, a stripped-down, clean-cut finish -- plain brick walls with, at most, a simple window-sill-level water table and simple square-head windows -- was the norm. The Belding depot, like other Pere Marquette depots in Midland (1906), Port Huron (1913), Traverse City (1926), Holland (1927), and Grand Haven (c. 1927), displays this stripped-down aesthetic. Examples built by other railroads include the Iron Mountain depot of the Chicago, Milwaukee, St. Paul & Pacific Railroad (c. 1910), the Iron River Chicago & Northwestern depot (c. 1910), and the Kalkaska depot of the Grand Rapids & Indiana Railroad (1911).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9,10 Page 6

Bibliography

Architects Four Inc. Building plans, 3 sheets dated 3/9/1994, 8 sheets dated 6/17/94, and Specifications dated 6/17/1994. Copies in Environmental Review file ER-940319, Michigan SHPO.

Architects Four, Inc. Existing Conditions Analysis. 1/31/1994. Copy in working file, Michigan SHPO.

Belding Banner. Belding, MI. 6/20/1920, 7/21/1920.

Branch, Rev. E. E., ed. History of Ionia County, Michigan. Vol. 1 of 2. Indianapolis, IN: B. F. Brown & Co., Inc., 1916.

Dunbar, Willis F. All Aboard! A History of Railroads in Michigan. Grand Rapids, MI: Wm. B. Eerdmans Publishing Co., 1969.

Grand Rapids Herald, The. Grand Rapids, MI. 1/9/1900.

Historic American Engineering Record Michigan Inventory. Inventory cards in possession of MI SHPO.

Polk, R. L., & Co. Michigan State Gazetteer and Business Directory. Detroit, MI, 1876-1901.

Schenck, John S. History of Ionia and Montcalm Counties, Michigan. Philadelphia, PA: D. W. Ensign & Co., 1881.

Stout, Rick, Landscape Architecture and Land Planning. Site plans, 3 sheets, dated 6/17/94. Copies in Environmental Review file ER-940319, Michigan SHPO.

Boundary Description

Supervisor Moons Plat, Lots 10, 11, 12, and 13, City of Belding.

Justification

Entire property currently associated with the depot building.

=====
11. Form Prepared By
=====

name/title Robert O. Christensen, National Register Coordinator

organization MI SHPO date January, 1997

street & number 717 West Allegan Street telephone 517/335-2719

city or town Lansing state MI zip code 48918
=====

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 the SHPO or FPO.)

name The Honorable Rick Stout, Mayor, City of Ionia

street & number City Hall, 120 S. Pleasant St. telephone _____

city or town Belding state MI zip code 48809
=====

=====
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 the 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 Project (1024-0018), Washington, DC 20503.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Pere Marquette Railway Belding Depot

MULTIPLE NAME:

STATE & COUNTY: MICHIGAN, Ionia

DATE RECEIVED: 2/26/97 DATE OF PENDING LIST: 3/11/97
DATE OF 16TH DAY: 3/27/97 DATE OF 45TH DAY: 4/12/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97000282

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 3/28/97 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



PERE MARQUETTE DEPOT
100 DEPOT STREET
Belding, MI 48809

City of Belding
Tonia County
Michigan

JACK CRANDALL PHOTOGRAPHER

August 15, 1995
1083022 0584 H-2

NEGATIVES ON FILE AT
SARAHNE CHRISTENSEN

PERE MARQUETTE DEPOT
100 DEPOT STREET
Belding, MI: 48809

100 Black Depot Street
NORTH VIEW



**PERE MARQUETTE
DEPOT RESTORATION**
THIS PROJECT
CO-OPERATIVELY
FUNDED BY
• CITY OF BELDING
• MICHIGAN

PERE MARQUETTE DEPOT
100 DEPOT STREET
BELDING, MI 48809

City of Belding
Tonia County
Michigan

JACK CRANDALL Photographer
0011022 0584 R-2

August 15, 1995

Negative on file

Suzanne Christensen

PERE MARQUETTE DEPOT
100 DEPOT STREET
BELDING, MI 48809

100 Black Depot Street
South View

BELDING



PERE MARQUETTE DEPOT
100 DEPOT STREET
BELDING, MI 48809

City of Belding
IONIA COUNTY
MICHIGAN

JACK CRANDALL Photographer
August 15, 1995
[13]022 0584 H-2

Negatives on file

SUZANNE CHRISTENSEN
PERE MARQUETTE DEPOT
100 DEPOT STREET
BELDING, MI 48809

100 Block DEPOT STREET
EAST VIEW



BELDING

Pere Marquette Depot
100 Depot Street
Belding, MI 48809

City of Belding
Ionia County
Michigan
Jack Crandall, Photographer
134J022 0584 H-2

August 15, 1995
Negatives on file
SUZANNE CHRISTENSEN

Pere Marquette Depot
100 Depot Street
Belding, MI 48809
100 Block Depot Street
West View



PERE MARQUETTE Depot
100 DEPOT STREET
Belding, MI 48809

City of Belding
Tonia County
Michigan

Jack CRANDALL, Photographer
129022 0584 NN

August 15, 1995

Negatives on file

Suzanne Christensen

PERE MARQUETTE Depot
100 Depot Street
Belding, MI 48809

100 Block Depot Street
View Major Interior



PERE MARQUETTE Depot

100 Depot Street

Belding, MI 48809

City of Belding

Ionia County

Michigan

JACK CRANDALL, Photographer

(253)022 0584 H H

August 15, 1995

Negatives on file

SUZANNE CHRISTENSEN

PERE MARQUETTE Depot

100 Depot Street

Belding, MI 48809

100 Block Depot Street

INTERIOR WEST END



PERE MARQUETTE DEPOT
100 DEPOT STREET
BELONG, MI 48809

CITY OF BELONG

IONIA COUNTY
MICHIGAN

JACK BRADALL, PHOTOGRAPHER
1233022 0584 N I

AUGUST 15, 1995

NEGATIVES ON FILE

SUZANNE CHRISTENSEN

PERE MARQUETTE DEPOT

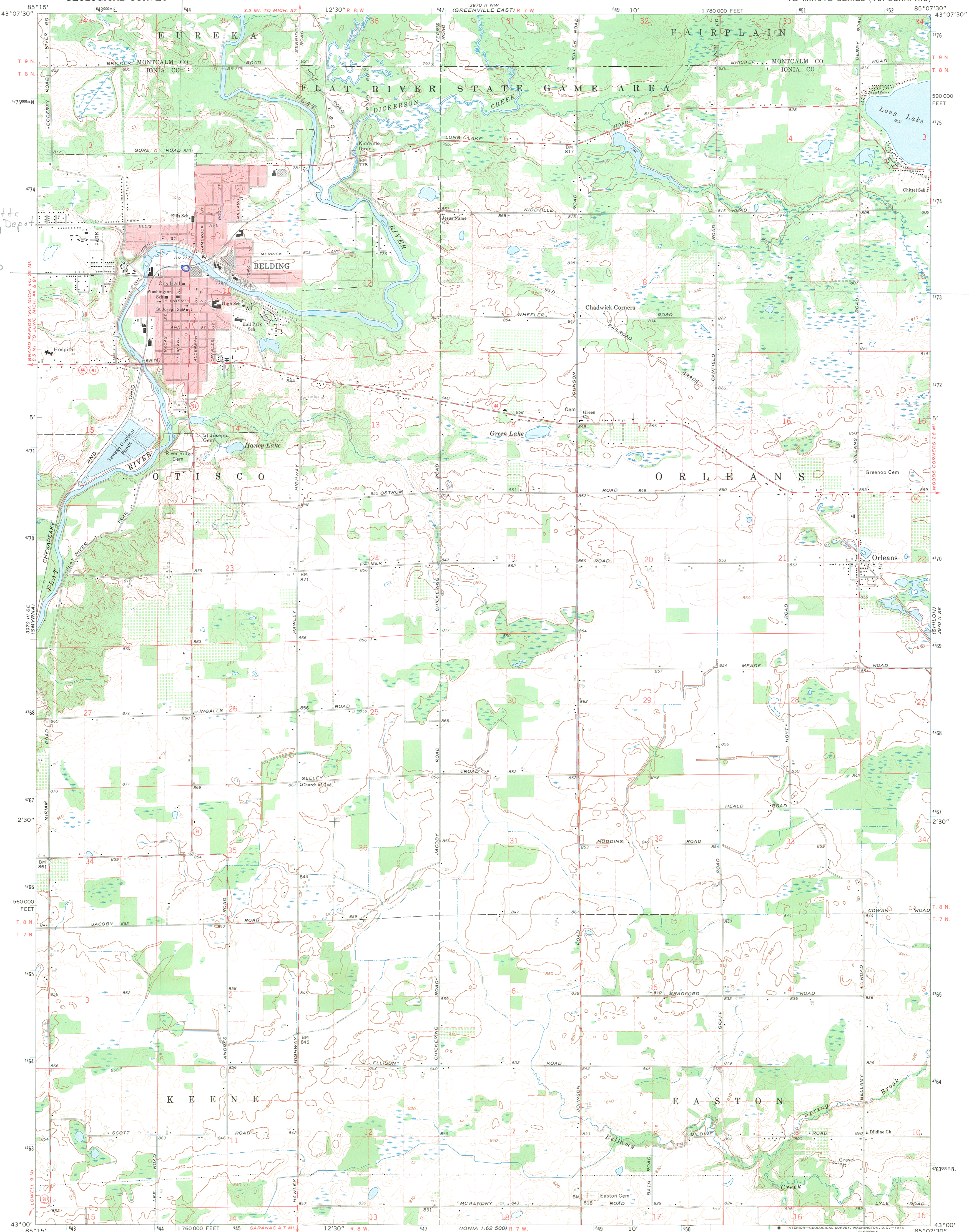
100 DEPOT STREET

BELONG, MI 48809

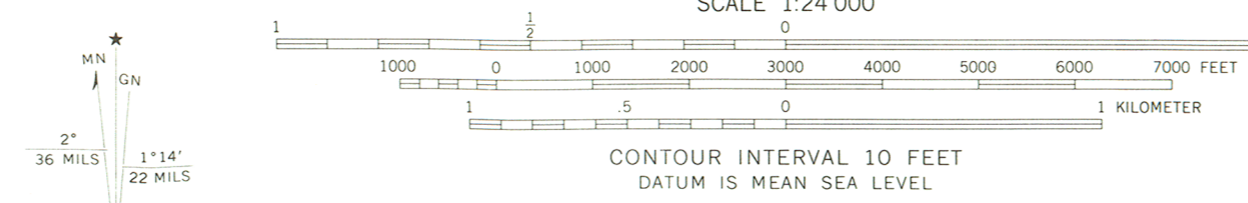
100 BLOCK DEPOT STREET

INTERIOR VIEW, NORTHWEST

Pave Marquette
Rly Belding Depot
16 649100
473100
4773080



Mapped, edited, and published by the Geological Survey in cooperation with State of Michigan geologists
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1969. Field checked 1972
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



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route



BELDING, MICH.
N4300-W8507.5/7.5
1972
AMS 3970 II SW-SERIES V862

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

STATE OF MICHIGAN

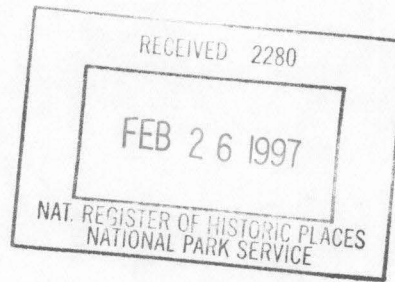


CANDICE S. MILLER, Secretary of State
MICHIGAN DEPARTMENT OF STATE
LANSING, MICHIGAN 48918-0001

STATE HISTORIC PRESERVATION OFFICE
Michigan Historical Center
717 West Allegan Street
Lansing, Michigan 48918-1800

February 20, 1997

Ms. Carol D. Shull, Keeper
National Register of Historic Places
National Park Service
U. S. Department of the Interior
P. O. Box 37127
Washington, D. C. 20013-7127

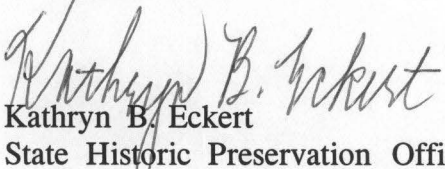


Dear Ms. Shull:

Enclosed are national register nomination materials for the Pere Marquette Railway Belding Depot in Ionia County, Michigan. This property is being submitted for listing in the national register. No letters of objection or other written comments concerning this nomination were submitted to us prior to the submission of this nomination to you.

Questions concerning this nomination may be directed to Robert O. Christensen, National Register Coordinator (517/335-2719).

Sincerely yours,


Kathryn B. Eckert
State Historic Preservation Officer

KBE:roc