

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

SENT TO D.C.

7-9-99

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 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 Illinois Central Railroad Depot

other names/site number _____

2. Location

street & number Central Avenue at Ullin Avenue not for publication

city or town Ullin vicinity

state Illinois code IL county Pulaski code 153 zip code 62992

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. Cheek / SH# 6-30-99
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): _____

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

Name of Property

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

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

- Ownership options: private, public-local, public-State, public-Federal

- Category options: building(s), district, site, structure, object

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

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

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Current Functions (Enter categories from instructions)

Transportation / Rail Related

Work in Progress

7. Description

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

Late Victorian

foundation Concrete

Stick

walls Asbestos

Wood

roof Asphalt

other

Narrative Description

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

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.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1897- 1949

Significant Dates

1897

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

n/a

Architect/Builder

Illinois Central Railroad

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 # _____

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 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1 [1, 6] [3 0, 6 3, 1, 0] [4, 1 2, 7 6, 6, 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 Paul E. Echols on behalf of the Village of Ullin, Illinois

organization Ullin Depot Committee, Village of Ullin date April 15, 1999

street & number P. O. Box 187 telephone (618) 845-3612

city or town Ullin, state Illinois zip code 62992

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 Village of Ullin - Mayor Mike DeWitt

street & number P. O. Box 187 telephone (618) 845-3612

city or town Ullin, state Illinois zip code 62992

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.

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page number 1

ILLINOIS CENTRAL RAILROAD DEPOT

Description

The current Illinois Central Railroad (ICRR) Depot, located in the center of Ullin, Illinois, was built in 1897. This is the third ICRR Depot built in Ullin. The first depot appears (sketched) on a Pulaski County platt of Ullin recorded on August 28, 1857. The 1855 ICRR Financial Statement indicates both passenger and freight sales in Ullin beginning in February of that year. This indicates both a depot and freight house (two different structures) were there as early as 1855. The first depot depicted in the Pulaski County records of 1857 reveals it was located about seventy-five feet south of the current depot (built in 1897). There are no photographs of this depot. A record found with the Illinois Central Historical Society in Paxton, Illinois dated November 5, 1915 makes reference to another Illinois Central Passenger and Freight Depot in Ullin built about 1863 (second depot). It appears this depot replaced the one, which was present in 1855. The document states the 1863 depot measured 24' X 100' feet. The location is not noted, but it is assumed it was in the same location. The current depot (third depot) is 24' X 60' feet. It was built in 1897.

Another passenger depot belonging to the Chicago and Eastern Illinois Railroad (C&EI RR) was built about 1900, one mile east of the ICRR Depot. Transportation was provided between the two depots allowing passengers to make connecting trains to other destinations. The C&EI Depot was razed in the 1940's. Only one photo has been found of this depot. Today's ICRR Depot is located between Central Avenue (formerly East Oak Street) and the Illinois Central Railroad main line, which parallel each other north and south. Ullin Avenue intersects Central Avenue directly in front of the depot on the east side. The depot is located one block west of U. S. Highway 51 (originally Illinois Route 2). The east side of the depot faces the business district of Ullin. Directly across Central Avenue, about 100' feet east of the depot, is the Ullin Civic Club Building (organization formed in 1956). This old building has housed many Ullin businesses through the years and may be as old or older that the depot itself. This building housed a government funded senior citizen program known as "Smiles II" from February 1974 until November 1998. This organization prepared meals for senior citizens. The building is now used on weekends as a church and public meeting place. The Ullin Post office, a red brick structure, built in 1962 (which replaced one built in 1911), is located about 300' feet southeast of the depot. Reagan's Supermarket, a family owned business founded by C. V. Reagan in 1932, is located about one half block east of the depot. It is a small but very busy community grocery store. On the east side of Reagan's is Cache River Chevrolet, which in 1997 purchased Dickerson's Chevrolet (established in 1956). The Cache River Chevrolet is the largest auto dealer in extreme Southern Illinois.

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page number 2

ILLINOIS CENTRAL RAILROAD DEPOT

Many old Ullin businesses have come and gone through the 142 years of Ullin's existence. Most were located within a very short walk of the depot since they depended upon each other for survival. Many archived photographs taken in the early 1900's in and around the old businesses now defunct reflect the depot in the background. The old Newell Hotel was at one time located about 200' feet to the southeast of the depot. There were other hotels just a short distance away (Ullin had five hotels at one time). There are no hotels in downtown Ullin today, however a Best Western Inn is located in the new property annexed by the village near Interstate 57 on the Shawnee College Road. Two Ullin Banks have come and gone during the depot's 102 years. The most recent, a beautiful two story brick building built in about 1916, was located only about 150' feet southeast of the depot. It fell victim to the Great Depression and never recovered. It housed a few other businesses through the years until it was razed in 1976. Only a piece of foundation that once supported one of the limestone pillars is visible today. Currently, the First State Bank of Dongola operates a satellite bank near the Ullin Post Office (a further explanation of the businesses located near the depot between 1897 to 1947 is found in section 8 of this application).

The depot's size and design was similar to many other wooden passenger and freight stations built during the end of the 1800's by the Illinois Central Railroad. Generally, these were second and third generation depots, replacing some of the depot and freight structures built when the railroad was created in 1850. Most of these "new" stations were rectangular in design with a square bay window on the railroad side. They were end gabled with wooden balloon framing. The Ullin Depot was built with thick native hardwood framing timbers contributing to the reason it has withstood the test of time. Since the Ullin area was blessed with so much timber, it is assumed most of the lumber used in the framing of the depot came from near by forests since the Bell Saw Mill was in operation in Ullin during this time. The sills and girders that form the foundation of the depot are 10" X 10" creosote timbers. Wooden posts supported the foundation. The floor joists are 3" X 10" placed on 18" inch centers. The wall studs are a full 2" X 4" placed on 24" inch centers. All of the trusses are a full 2" X 6" placed on 24" centers. The trusses are constructed with an inverted "V" support with a vertical support through the middle of the "V". The roofline is amazingly straight after all these years. The roof decking is plank lumber measuring 1" inch thick by various widths and is in excellent condition.

The Ullin Depot is partitioned in a manner that allowed a large comfortable passenger/waiting area on the south side, a station master and ticket office in the middle and then a large freight area on the north side. Two large wooden sliding doors on both

National Register of Historic Places
Continuation Sheet

Section number 7 Page number 3

ILLINOIS CENTRAL RAILROAD DEPOT

the rail and the roadside of the depot allowed easy loading and unloading of freight. Most of the freight was sent and received by local farmers. These included fruits, vegetables, live produce and farming hardware ordered mostly from Chicago. The original cabinets still line the walls of the ticket office

The only changes in the depot since it was constructed are mostly cosmetic. Actually, it is amazingly preserved from the original design. Plumbing was never added inside the depot and only basic electrical needs were satisfied. Examination of old photographs dated about 1905 reveal the siding has been changed. Old photographs reveal a mix of both vertical and horizontal wood siding. This mix highlighted the depot's windows and doors. It also highlighted the gable ends of the depot. The wood siding was replaced in about 1947, according to Charles F. Werner of the Illinois Central Railroad Historical Society. Werner stated he moved from Paxton to Kankakee, Illinois in 1947. He said by that time he recalls all ICRR Depots between those two cities had been converted to Transite siding. It is believed the Ullin Depot was converted by this date since the ICRR generally made changes of this nature down the line. The new design included horizontal wood siding from the foundation up to the bottom of the windows. From the bottom of the window to the eaves, the exterior was covered with a product at that time called cementitious board. It was sold under the name Transite. This particular product was used on numerous buildings during these years and is still manufactured today. The new color scheme was gray at the bottom and gray wood framing around the windows, doors and wooden soffits and eaves. The color of the Transite siding was an off white color which created a two-tone appearance that the depot still sports today. A report filed on November 5, 1915 reflects the gable roof as slate (a slate roofing voucher was filed by Knisely & Yeldham on January 11, 1898), but it has been three-tab asphalt shingle for as long as anyone remembers. Although now weathered, this is the way it has remained.

Also built on the site in 1897 was a coalhouse measuring 10' X 12' feet and a two door wooden "double water closet (outside toilet) measuring 5' X 9' feet. Both were located on the north side of the depot. Two wooden mail cranes were also constructed on the site in 1897. All four of these structures are now gone.

The Ullin ICRR Depot was a very active freight and passenger depot until about 1970. Many technological factors brought about a transition in the rail freight and passenger industry. With exception of the larger cities, almost all of the smaller depots were abandoned. Ullin was no exception to this trend.

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page number 4

ILLINOIS CENTRAL RAILROAD DEPOT

The old Ullin ICRR Depot building could be compared to a cat with nine lives. It has just missed being destroyed or damaged many times since 1897. This does not include the tornadoes and bad storms that have struck the area during the 102 years of its existence. In 1972, the ICRR was ready to abandon the building and probably would have destroyed it had it not been sold to another Ullin business and moved west across the railroad tracks. The company who moved the structure was Kennedy, Kennedy, & Kennedy Building Movers from Metropolis, Illinois. Old home movies recovered during this research reveal the care and precision utilized to move the extremely heavy building. It was moved about 300' feet northwest of the original location across several railroad tracks. The depot was placed at the north end of the Ullin Phoenix Flour Mill. The only change made by the new owner was to replace the roof. The building was then used for storage of dry good type items.

On Labor Day 1979, the Phoenix Mill was destroyed by fire. The depot received only slight fire damage to the south eave. Archived photographs taken during that tremendous fire reveal the south eave ablaze. The fire was extinguished immediately and the depot was saved. The mill burned to the ground. The business reopened at a different location but abandoned the depot building due to the expense in moving it to the new location. The depot sat dormant for the next 18 years. During these years, vandals broke out all the glass windowpanes. Interior areas exposed to the environment because of the broken windows continued to weather through those years. The new roof put on the building by the new owner preserved most other areas and protected it from moisture.

In August 1997, the Illinois Central Railroad notified the Village of Ullin of its intent to destroy and remove the abandoned building. A group of Ullin Civic Club Members teamed with Ullin Village Board Members joined together to save the depot which was within only a few days of demolition. William Echols a retired businessman and former Ullin resident loaned the group \$17,000 dollars to move the depot. Without the loan, the depot would have been destroyed. The group sought out a location for the depot and in the spirit of cooperation, the ICRR sold the Village of Ullin the land where the depot had originally set (as well as the parking lot and land to the north and south).

On December 2, 1997 the same moving company (that moved it the first time), Kennedy, Kennedy & Kennedy Building Movers moved the depot back to its original location. Several older Ullin Citizens and members from the local news media witnessed the move. The move went as smooth and precise as it did the first move 25 years earlier. Prior to the move, concrete was poured well below the frost line in multiple predetermined locations to support the massive weight of the depot. Concrete block piers were built

National Register of Historic Places

Continuation Sheet

Section number 7 Page number 5

ILLINOIS CENTRAL RAILROAD DEPOT

under the depot and a few days later the structure was carefully lowered onto them. Even the brick chimney survived the move without any damage.

The east elevation is what is normally thought of as the front of the depot. One double-hung window is located on the south end of the passenger/waiting room. The window, like all the rest is missing the glass and most of the millwork. Prior to being attacked by vandals, the windows possessed twelve individual glass panes. Most of the window frames are still in place. Some decorative designs on the frame tails are still visible. Located near the middle of the east elevation is the door into the station master/ticket office. The door, a five panel wooden door, appears in good shape and may be restored. A wooden exterior screen door has been saved as well. Eight-pane double-hung windows are found on each side of the door. These two windows allow a view of Ullin's business district. A four-pane transom is located above the door. Near the north corner of the east elevation is a large single, four-panel wooden sliding freight door. An identical freight door is located on the west side of the depot in the same place. Both doors are in great shape and may be restored. A six-pane transom once allowed in daylight above the each of the sliding doors. Some of the millwork around these windows still exists. The sliding doors allowed easy access to freight inside the freight area of the depot. The metal slide mechanisms are rusty, but they still allow the doors to move.

The south elevation of the depot has two of the large double-hung wooden windows inside the passenger/waiting room. A few pieces of the wooden siding are missing and need replaced. The name "Ullin" still bears witness to all passing trains. The south gable is still blackened because of the fire on Labor Day 1979.

The north elevation is a duplication of the south elevation, except no windows are located here.

The west elevation is the business side of the depot. This is the railroad side of the depot. The door into the passenger/waiting room is found near the south corner. This was the public entrance. Entry is gained via a five-panel wooden door, which matches the door on the east side of the depot. This door also appears salvageable. A window into the passenger room is located just north of the door. Located at almost center of the building is the square sided bay window, which protrudes about three and one half feet toward the railroad from inside the stationmaster's office. This allowed viewing in three directions from inside the office where the telegraph was located. A pair of twelve-pane glass windows are in the west wall of the bay window. Smaller eight-pane windows were located on both the north and south walls of the bay window. A gabled roof covers the

National Register of Historic Places
Continuation Sheet

Section number 7 Page number 6

ILLINOIS CENTRAL RAILROAD DEPOT

square bay window. Toward the north side of the west elevation is the duplicate of the sliding door found on the east elevation.

The brick chimney rises above the middle of the roof from the north side of the passenger/waiting room. It is visible from all sides is in good condition and will require minimal tuck-pointing. The roof decking is in good shape, but the shingles need replacing.

The interior of the passenger/waiting room on the south side of the depot is in remarkable condition. An ICRR document dated November 5, 1915 indicates a M. Dencer who was paid by a voucher dated January 28, 1898 did the millwork on the depot. The document does not indicate what Dencer was paid for his services. The floor is currently yellow pine 1" X 6" inch tongue and groove flooring although in 1915 all floors were noted as being maple. The maple wood floor may be under the pine floor. The pine flooring is in great condition but will need some sanding. It does not appear any of the flooring will need replaced. The walls and ceiling are still original. The walls are all vertical tongue and groove 1" X 3" car siding (1/4" bead on 1 1/2" center). The wood appears to be in good condition. The years have caused the paint to peel and will require only minimal scraping prior to painting. A picture molding is around the perimeter of the room at 12' feet high. A crown molding covers the seam of the wall where it meets the 14' foot high ceiling. The ceiling is also car siding. It too is in good condition. The brick chimney is wood covered. The clean out and stovepipe hole are still exposed. The ticket office window, located on the north side of the passenger waiting room, is still in place. A loose molding at the top of the window was labeled "TICKETS". It was removed prior to the last move and stored until it can be reattached.

A wooden six-panel door located on the north side of the room in the west corner separates the passenger/waiting room from the station master and ticket office. The type of construction found in the passenger/waiting room can also be found in the station master and ticket office. The wood is in relatively good condition. Several original cabinets with raised panel doors and tariff cases line the north walls and most are still in good condition. Most of the florescent lighting fixtures have fallen down and will need replaced. The structure will need rewired replacing the surface conduit.

The door that separates the freight area to the north from the station master and ticket office is missing. The freight room is a large spacious area. The ceiling is open rafters. Wood boards have been placed horizontally up to nine feet high around the perimeter of the room. Some of the boards measure 15 1/2" inches wide. Some graffiti has been

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page number 7

ILLINOIS CENTRAL RAILROAD DEPOT

found on the walls of the freight room. One name, "Monk Hartwill June 2, 1916" is visible on the east wall. The initials "R. W. G. 1910" are found on the south wall. One stationmaster from years ago was Alonzo Dale. One graffiti states "long legs Dale" in reference to his thin tall stature. The sliding doors are found along both the east and west walls. A small coal bin measuring 6' X 9' feet is located on the southwest corner of the freight room. Currently, the freight room contains a few items left behind when the grain mill used it. The flooring is made of 2" inch thick wood. The floor needs only a small repair near the west freight door.

Unlike many other old depots that have been accepted to the National Register, and restored, the Ullin Illinois Central Railroad Depot has never been retrofitted for any other purpose. The current condition of the Ullin depot is not significantly any different than the day the last train stopped there. No walls have been moved, and no new doors have been installed. It is a rare opportunity to restore a structure that has been suspended in time and effected only by environment.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

ILLINOIS CENTRAL RAILROAD DEPOT

Statement of Significance

The Illinois Central Railroad (ICRR) Depot in Ullin, Illinois meets Criterion A for transportation for listing in the National Register of Historic Places as it is associated with the railroad industry from 1897 when the depot was built, to 1949, the fifty-year cut-off for significance in the National Register. The depot was moved in 1972 to a new location across the tracks, but then it was returned to its original location on December 2, 1997. The depot is locally significant for listing in the National Register.

Ullin is located about 18 miles north of Cairo, Illinois where the confluence of the Mississippi and Ohio Rivers occur. It is located in northern Pulaski County, which was formed on March 3, 1843. Pulaski County is named after the Revolutionary war hero, General Casimir Pulaski, who was killed in 1779 during the Revolutionary War. As early as 1702 the French government issued charters to protect the junction of the two rivers and control all commercial transactions into the territory. After the French and Indian War which began in 1756 all possessions of the French east of the Mississippi River were transferred to the English. In 1776 the war for American Independence began and the land was taken from the British. In December 1778 the state of Virginia created the first civil government for what was called a new county of Virginia. They named it "Illinois County." In 1784 the United States government took control over the area and it became known as the Northwest Territory. In 1787 it was divided due the increasing population. It became the Indiana Territory. Finally in 1809, Illinois was separated from Indiana and became known as the Illinois Territory. In 1818 Illinois became the 21st state of the Union. Several county divisions occurred before Pulaski County was named in 1843.

Prior to the arrival of white settlers, this area was home to tribes of Shawnee Indians. The Shawnee National Forest now preserves many of the areas where these tribes made their home. Local farmers still discover small artifacts of the Indian tribes that once inhabited the hills and fields near Ullin. For the same reason the Indians made their home here, settlers arriving via the Ohio River made their way into the rich fertile lands of Southern Illinois. The settlers were not always welcomed with open arms and many lost their life at the hands of hostile Indians who saw the new arrivals as their enemy.

In the Fall of 1832, Alexander Jenkins, a forward-looking statesman and Speaker of the Illinois House, from Murphysboro, proposed during a general assembly session at Vandalia, a railroad to run the length of the State of Illinois. Jenkins found among his

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page number 9

ILLINOIS CENTRAL RAILROAD DEPOT

many supporters, a young 23-year-old candidate for the state legislature from Sangamon County named Abraham Lincoln.

On February 27, 1837 the Internal Improvement Act was passed. Included in this Act were provisions for the Central Railroad. Work on the Central Railroad included 40 miles of surveying and grading from Cairo north. This would have included the area later to be named Ullin (in 1840, the project was suspended due to lack of funding).

On March 4, 1847, Stephen Douglas, known as the "Little Giant", became an U. S. Senator from Illinois. Senator Douglas joined in the support of the Central Railroad Plan. On the same day, Abraham Lincoln took his seat in the U. S. Congress. Both men supported land-grant aid for the proposed Central Railroad "connecting the Upper and Lower Mississippi Rivers with the chain of lakes at Chicago". On September 20, 1850 President Millard Fillmore signed the Central Railroad Bill. The dream of a railroad from Cairo to Chicago was a step closer to becoming a reality. On February 10, 1851, after two decades of work, the Illinois Central Railroad was born.

In seven years, on September 15, 1858, Abraham Lincoln and Steven Douglas would use this railroad to meet in Jonesboro, Illinois and debate each other for one of the United States Senate Seat. Douglas spent the night before the debate in Cairo, Illinois and then traveled to Anna, Illinois by a special Illinois Central train the morning of the debate. A flat car was attached to the train on which a small brass cannon was positioned. As the train passed through Ullin and the other small towns between Cairo and Anna, the cannon was fired drawing the attention of many bystanders.

News of the new railroad spread rapidly. Many merchants seeing the opportunity of new business ventures came to Illinois. It is estimated as many as 10,000 men were employed on the construction of the new railroad. Laborers received \$1.25 dollars per day. Over the next five years between 1851 and 1856 the Illinois Central Railroad brought 100,000 men to Illinois. Many of these men stayed in Illinois and made families after the construction project was done. The heritage of many African Americans is directly tied to the Illinois Central Railroad as they were employed and made homes in the railroad towns, such as Ullin. Several of those who helped build the railroad found permanent jobs with the Illinois Central Railroad. Some of the African American families still living in and around Ullin came to the area as their ancestors took jobs helping to build the new railroad. For those who did not work directly for the railroad, many bought farms or opened businesses in the new founded towns along the Illinois Central Railroad

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page number 10

ILLINOIS CENTRAL RAILROAD DEPOT

Line. The dream of the Central Railroad had become a reality. Ullin became part of this dream.

The question of how Ullin received its name has remained a mystery for years. Folklore has it that it was named after Samuel Ulen who was born in Wheeling, Virginia in 1798. Ulen moved into Pulaski County in 1851 where he was a very respected politician. It is told that through a spelling error, the name Ulen was transposed to Ullin when it was being recorded. No such record could be found in the Pulaski County Clerks records or with the State of Illinois. A historian with the State of Illinois researched this issue and advised there was no spelling mistake in the state capital. In fact, the historian provided copies of Ullin's request for incorporation. This incorporation occurred in 1900 when Ullin citizens voted 38 to 28 for incorporation. The State of Illinois then officially recognized Ullin as a legal municipality. During the research of Ullin's name, some senior members of the Ullin community advised that as a child they had heard the village was named after a poem, or a poet. Through research of this subject, a publication dated 1884, which explained how towns along the ICRR received their name, was discovered. This publication indicated the Village of Ullin's name was taken from poems written by the 3rd century Gaelic poet Ossian. James Macpherson (1736-1796) who was a Scottish poet and scholar translated these poems. Ullin is one of the eight heroes named in the Ossian poems. Ullin was a positive character in many of the poems. In one of the poems, Ullin is a place or city where, "the nations gathered and blessed the king...from the land of Selma". Ullin most likely earned its name from these poems. These poems were extremely popular during the early 19th century. Napoleon I (1769-1821) of France, was an admirer of these poems and kept a copy of them in the breast pocket of his jacket. It is conceivable a person with a passion for these poems named the area, which would later become the community of Ullin. This is all consistent with Illinois Central Railroad Company financial records of 1855, which describes the depot between Pulaski and Wetaug as "Ullin". This was two years before Ullin was officially platted as a village. Records from the Pulaski County Court House written in 1857, when Ullin was founded, are clear; the name was Ullin and spelled exactly as it is today. It does not appear Ullin was named by mistake.

A single Illinois Central Railroad track was laid from Cairo to Carbondale during the period from 1851 to 1854. The ICRR company, who owned 100' feet either side of the track, chose to place freight houses and depots about every five miles or so to make it convenient for farmers to reach in one day, ship their goods and still return home before sundown. The reasoning for the 100' feet of property on each side was so when large

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page number 11

ILLINOIS CENTRAL RAILROAD DEPOT

trees on private land fell, they would not block the railroad. The location of Ullin was a good choice because of the Cache River, which the ICRR crossed and took on water from. The bottomlands around the Cache offered an abundant supply of timber. A freight house, wood shop and passenger depot was constructed at Ullin in 1854. The freight house was constructed about 500 feet north of the ICRR Cache River Bridge on the west side of the single track. A wood shop and water well were built just south of the freight house. Both structures were located across from today's Ullin Park and Village Hall. Both structures are noted on records filed with the Pulaski County Circuit Clerk when Ullin was founded in 1857. This is further supported by the ICRR Financial Statement of 1855 which revealed income from both passenger and freight business at Ullin. A water tank for filling the steam locomotives was located on the east side of the track about 100' feet north of the ICRR Cache River Bridge. A document in the Illinois Central Historical Society Archives in Paxton, Illinois states, "a framed passenger and freight house 24' X 100' foot were built (in Ullin) about 1863". This indicates today's depot is Ullin's third ICRR Depot.

According to the records on file with the Pulaski County Circuit Clerk's Office, the first and probably the second Ullin Railroad Depot were built on the east side of the railroad directly across from the freight house which was on the west side of the main line. This would have been located about 75' feet south of the current Illinois Central Railroad Depot built in 1897. The Village of Ullin now owns the property on which the old depot(s) sat and where the current depot rests. The old location is part of the parking lot for the current depot. None of the old structures built in 1854 or 1863 exist. It is unknown how the old depots met their demise, but fire claimed many of the old structures. The concrete pier foundations for the water tower are still in place.

The first actual train, including locomotive and passenger cars, to travel the Illinois Central Railroad passed through the little settlement of Ullin during the morning of July 4, 1854. The wood burning steam locomotive and a small number of VIP passenger cars were en route to a celebration in Carbondale organized by Carbondale's founder Daniel H. Brush.

The first financial record of the Illinois Central Railroad reveals the first freight handled by the Ullin ICRR Depot was in February of 1855. The ICRR received \$38.92 that month. The same record indicates 1,388 passengers boarded at Ullin en route to cities as far north as Sandoval and as far south as Cairo during 1855. 663 passengers came to the Ullin Depot from other destinations during 1855. This record also reveals the village was

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page number 12

ILLINOIS CENTRAL RAILROAD DEPOT

known as Ullin at least two years before the first Platt was filed with the Pulaski County Circuit Clerk's Office (thus disproving Ullin was named by mistake).

Joseph F. Ashley and David L. Phillips founded Ullin on January 12, 1857. Phillips, who resided in Anna, Illinois, was a close friend of Abraham Lincoln. In fact, Lincoln stayed with the Phillips family during the Lincoln-Douglas Debate on September 15, 1858. Lincoln and Phillips had become friends while they were both employed by the Illinois Central Railroad in 1854. Lincoln was an attorney for the ICRR while Phillips was a land agent. Ashley and Phillips platted the first city blocks parallel to the Illinois Central Railroad. First North Street was platted on the east side of the track running east and west. The location where First North Street (now named Ullin Avenue) intersected the Illinois Central Railroad is where today's depot sets. Other sections of town were platted over the next few years. Eventually, the town was built on both sides of the railroad. The Ullin ICRR Depot was placed in the middle of the village.

Many famous personalities have passed or maybe even stopped in Ullin as they made their way down the Illinois Central Main Line. In July 1859, a group of state officers and appraisal experts made a 9 day daytime tour of every mile of the Illinois Central Railroad for appraisal purposes. The host of this group was the lawyer of the Illinois Central Railroad, Abraham Lincoln. There is nothing to document Lincoln and his group stopped in Ullin, but it is interesting to note such a noble man, who would be the sixteenth president of the United States, would have passed through the middle of Ullin. In addition to Mr. Lincoln, not famous at the time, were his wife, Mary, and their sons Robert and Tad. As mentioned, Illinois U. S. Senator Steven Douglas who would go on to beat Lincoln in his re-election bid during the election of 1858, rode through Ullin on the morning and evening of the Lincoln-Douglas Debate in Jonesboro on September 15, 1858. Joining him for the trip through Ullin and onto Anna was John A. Logan and George B. McClellan (who would both later be Union Generals in the Civil War). Lincoln stayed in Anna and did not make it through Ullin during the debate.

Another well known Illinois Central Railroad celebrity that passed through Ullin on November 1, 1893 and maybe many other times was John Luther Jones, better known as "Casey Jones". Casey became famous after he was killed at Vaughan, Mississippi in the wreck of the engine #382 (also known as No. 1 or the Cannonball) on April 29, 1900. The famous ballad titled "Casey Jones" profiles the wreck that killed the famous engineer.

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page number 13

ILLINOIS CENTRAL RAILROAD DEPOT

When the Illinois Central Railroad was built, it erected a telegraph line from Cairo to Dunleith, Illinois. The Illinois Telegraph Company operated this line. The contract between the two companies allowed the ICRR free use of their 1200 miles of telegraph line. The Illinois Central Depot telegraph became the first location for communication to the outside world in Ullin. The new depot built in 1897 was also equipped with a telegraph. News of the Civil War and later in 1865 the news of Abraham Lincoln's assassination would come to the residents of Ullin via the telegraph at the Ullin ICRR Depot. During the early morning hours of November 11, 1918 every telegraph operator along the Illinois Central Railroad had been advised an important message would be forthcoming. All operators waited in anticipation for this important message. At 9:40 A.M., the message came that the Armistice had been signed ending World War I. Ullin residents learned the news from the telegraph operator at the Ullin Depot.

Many businesses existed in and around Ullin after the Illinois Central Railroad completed the track. Blue limestone was excavated from the hills north of Ullin as early as 1848. Lime kilns operated at a capacity of 300 barrels a day by 1869. The lime was shipped by rail to all parts of the country. It was used by farmers in their fields and by factories in the manufacturing of glass and building purposes. The main source of business in the Ullin area was logging. The Cache River flowed under the Illinois Central Railroad on the south side of Ullin. The James Bell Saw Mill was located in Ullin on the southwest side. The first generation forests provided many large trees, which were cut from many locations around Ullin. Most were cut near the Cache Bottomlands and hauled to the river by horses or oxen. From that point they were floated to the mills for sawing. James Bell, who lived in Cobden, owned lumberyards at Du Quoin, Tamaroa, Ashley, Centralia, and Ullin. In 1869, an average of 20,000 feet of lumber was being cut in an 11 hour run at Bell's Saw Mill. The mill used saw dust and shavings to fuel the steam engine, which drove the saws. About 8,000 native hardwood logs were being sawed annually. Another saw mill known as St. Leger Rood & Co., which was located about one mile west of Ullin (near today's new Crossroads United Methodist Church), utilized over 4 miles of wooden railroad for conveying logs and lumber to and from their mill. Over the next several years, many spur railroad tracks would be built to serve the businesses of Ullin.

The *Illinois Central Railroad Directory of 1869* stated, "In 1867 the Illinois Central Railroad shipped about 4,000,000 feet of lumber, 3,500,000 shingles, and 3,500 barrels of lime from Ullin". All of this business was transacted at the old Ullin Depot. The directory went on to say, "the soil is rich in this vicinity, and farming is beginning to look

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page number 14

ILLINOIS CENTRAL RAILROAD DEPOT

up as the timber is clearing off. Winter wheat is almost a sure crop. Fruit growing is getting to be quite a considerable business”.

Due to the increasing exports from Ullin, the population continued to increase as more laborers were needed and other businesses were created in town. In 1869, Ullin supported about 300 people.

After the Great Chicago Fire on October 8-9, 1871, the saw mills in and around Ullin were called on to send lumber to help rebuild the city. Hundreds of thousands of feet of Ullin area timber was purchased and sent by train to help rebuild Chicago.

On October 29, 1889 the Illinois Central Railroad Bridge spanning the Ohio River was opened. Most of the rock used to build the approach on the Illinois side came from the Ullin Limestone Quarry. This allowed trains to move from Chicago to New Orleans without being barged across the river.

A photograph of the Ullin Depot taken in the early 1900's depicts a sign on the west side of the depot indicating the distance north and south to major cities. It read:

Chicago 344 miles Ullin New Orleans 568 miles

As predicted in 1869 by the Illinois Central Railroad, farming joined the other occupations as a significant industry in the Ullin area. During 1896 and 1897 the Illinois Central Railroad began to lay a double track from Carbondale to Cairo. In the fall of 1897, the double track was completed in Ullin. Many other significant improvements were made along the way. One of them was a new depot in Ullin (the focus of this application). The wooden structure built was (is) 60' feet long and 24' feet wide. The stationmaster's window tipped out 3.5' feet. The Ullin Illinois Central Railroad Depot was located at mile 345 on the main line. By 1897, the population of Ullin stood at about 400. At the turn of the century, the small village was busy. In 1910, the population increased to 670 citizens. In 1940 the population of Ullin peaked at 827 and by 1950 the population began a decline and was counted at 773. Ullin's best years of commerce were in direct correlation to the rise and fall of the village's population. This occurred during the first fifty years of the depot built in 1897.

The Ullin Depot was built in the middle of the busy little community. The depot built in 1897 continued to be the hub of commerce for Ullin and the surrounding area just as the

National Register of Historic Places Continuation Sheet

Section number 8 Page number 15

ILLINOIS CENTRAL RAILROAD DEPOT

old depot had been. Farmers involved in raising produce of all kinds would bring their products in to be shipped to various destinations. Many older citizens recall the loading of strawberries picked from Ullin farms, brought to the Ullin ICRR Depot, iced and loaded onto a northbound freight train, so they could arrive at Chicago markets by morning. Livestock was received and shipped out at the Ullin Depot by local farmers until trucking took over in the middle 1900's. William Echols, who was born at Ullin in 1919, remembers coming to the Ullin ICRR Depot as a young boy with his Grandpa William Henry Crippen and picking up a crated live pig, which had just been delivered by an Illinois Central Freight Train. That was many years ago but it is still vivid in his memory.

In the early 1900's photography came to this little community. Many of the older photographs know of Ullin were staged around the Illinois Central Depot. The photographs reflect the very busy Ullin Depot. The Ullin Depot was the center of local transportation. Several passenger trains would stop daily, both north and southbound. For over 100 years mail coming to this community came via the train. Many people recall seeing Mrs. Ruth Payne push a wooden mail cart from the depot to the Ullin Post Office located across the street. Ullin's Postmaster of many years Delbert "Tip" Britt recalled that a hook located just to the south of today's depot served as the method in which the train would "catch" the mail. Mail coming into the community sometimes as many as four times a day would be "thrown off" at the same location. Many bags of mail through the years bounced back under the train and would have to be pieced back together by the postmaster.

In 1899 a second railroad laid tracks through Ullin. The Chicago & Eastern Illinois Railroad (C&EI) chose to locate an east-west track through the north side of Ullin. This railroad connected Marion to Thebes, Illinois. A massive wooden trestle measuring about 500' feet long and about an average of 65' feet tall was built to clear the Illinois Central Railroad. The center structure crossing the ICRR was made of iron. This trestle was located about 700' feet north of the ICRR Depot. Several photographs depict the ICRR Depot with the C&EI Trestle in the background. The Chicago and Eastern Illinois Railroad also built a depot on the east side of Ullin along the Butterridge Road (Ullin Avenue). It provided passenger, freight and mail service to Ullin from Marion, Illinois to Thebes, Illinois where it connected to several other routes. Some passengers would disembark at one depot and were taken by railroad employee Mr. Thornton (first name not remembered) to the other depot so they could catch a different train. Mr. Thornton would also transfer mail from one railroad to the other. The C&EI Depot was abandoned

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page number 16

ILLINOIS CENTRAL RAILROAD DEPOT

in the 1940's and razed. The Chicago and Eastern Illinois Railroad continued to use the line for freight trains until the mid 1970's. The trestle was removed in the early 1980's. All that remains of that railroad is the mounds of dirt that once supported what was called the "high track". As you come into Ullin from the north, on U. S. Highway 51, you pass through the concrete walls of what was once the C&EI Railroad overpass.

There are still several of Ullin's older citizens who have fond memories created in and around the Ullin Depot. Glenn "Bull" Kesler remembers playing marbles after school with other young boys during the 1930's along the south wall of the depot. Hundreds of school children from Ullin and the surrounding area remember catching "Engine number 25" at the Ullin Depot and riding it to Cairo where a school bus or family cars would bring them back. For most this was their first train ride and for many this was the only train ride they ever took. Other memories involve going to the Ullin Depot with grandparents, which are now gone, as are the old steam locomotives. One memory from the old depot involved a prank by the stationmaster Alonzo "Lon" Dale and a friend of his. They pretended to have a gunfight inside the freight area of the Ullin Depot while a frightened witness looked on. Only after the shooting stopped, and the smoke cleared, did the victim of the prank realize blank pistols had been used. This story drew laughs for years at the expense of the unsuspecting victim of the prank.

From the Civil War to the Korean War, many Ullin, and Ullin area boys left their home via the Ullin Depot. Groups of family members would gather around their son, brother, or grandson and bid them farewell as they traveled to all parts of the world. To those who were lucky enough to survive and come home, the Ullin Depot was a beautiful sight! Once the train slowed and they stepped off at the Ullin Depot, they knew they were finally home. There were some of Ullin's sons who were not so lucky. A few of Ullin's sons were brought home to the Ullin Depot via the railroad for their final resting-place. A monument is now erected only a short distance away from today's depot, paying tribute to those who were killed in war. Many tears of both sorrow and joy were shed in and around the Ullin Depot during these terrible days of war.

Sometimes, when bad winter weather struck, the Ullin Depot Station Master would allow school children who lived in the country, and could not get back home, to spend the night inside the passenger area. A coal burning "pot belly" stove was always stoked keeping the inside toasty warm. The depot made a perfect meeting place for many whom needed a place out of the environment to wait for a date or a friend.

National Register of Historic Places Continuation Sheet

Section number 8 Page number 17

ILLINOIS CENTRAL RAILROAD DEPOT

On June 3, 1922 a young handsome couple arrived by train at the Ullin Depot from Makanda (just south of Carbondale). The two were married in a quiet ceremony by the local justice of the peace. They spent their honeymoon night across from the Ullin Depot in the Newell Hotel. The next day the newlyweds purchased their tickets back to Makanda and boarded a passenger train at the Ullin Depot, to begin their lives together. The couple was Wayman and Tressie Presley of Makanda. Several years later, Wayman became famous for his part in the creation of the Bald Knob Cross near Alto Pass and his founding of the Presley Tours business. Wayman was also featured on the Ralph Edwards show, "This is Your Life" in the 1960's. Fifty years later, on June 3, 1972, the couple and their families would return to Ullin for supper at Porky's Restaurant. This time the trip was made by car. That night, family members presented a skit re-enacting the 1922 train ride to Ullin and other highlights of the successful couples life.

During the winter of 1937, Southern Illinois and several other Ohio Valley States experienced some of the worst flooding this area has ever witnessed. All women and children of Cairo and other areas of Southern Illinois were evacuated to safer areas. Ullin suffered the worst flooding ever as the Cache River backed up because of the overflowing Ohio River. History has it that during the evacuation of people who lived the lower areas of Southern Illinois; two babies were born inside the Ullin Depot. Water did flood Ullin and damage several businesses in 1937, but the depot was positioned on high ground and survived. The depot (after being moved in 1972) would witness and narrowly escape two other floods in 1973 and 1986 before it would return to its original location.

The Ullin Depot has not only been witness to life; it has unfortunately witnessed at least two deaths. One death was a young boy named Bryan Freeze who played with a stick at the wheels of a northbound freight train when he failed to see an approaching southbound train. The train struck the young boy killing him instantly. The second death occurred when a northbound freight train struck a car driven by Barbara Ryan of Ullin. Her body was recovered on the railroad tracks beside the depot.

Over the years, the Ullin Depot has seen the passing of thousands of trains. It has been witness to the ever-changing technology from the wood and coal burning steam locomotives of the late 1800's to the modern diesel electric locomotives today. The building has been witness to and the passage of the historic Illinois Central Panama Limited, the City of Miami, and of course the fabled City of New Orleans. Ullin would be included in the lyrics of the famous song, "500 miles before the day is done".

National Register of Historic Places
Continuation Sheet

Section number 8 Page number 18

ILLINOIS CENTRAL RAILROAD DEPOT

By 1967, the Illinois Central Railroad chocolate and orange painted passenger trains stopped passenger service for Ullin. By this time, U. S. Highway 51 (built in 1924 as Illinois Route 2) and Interstate 57 served Ullin. The choice for personal transportation had shifted to the automobile. The end of an era had arrived for Ullin and several other communities. Since 1855 passenger trains had served this community and its citizens proudly. The Ullin Depot was closed a few years later and eventually sold to Wilborn Goines of Wetaug. In 1972, Goines sold the depot to William Bruchhauser who owned and operated the Phoenix Flour Mill. The Phoenix Flour Mill was located (west) just across the railroad tracks from the depot. The Kennedy, Kennedy and Kennedy Moving Company was contracted and moved the depot intact. It was placed at the north end of the mill as a warehouse, with the east side of the depot facing the railroad. No painting or structural changes were made on the building.

In the early morning hours of Labor Day of 1979, the Phoenix Flour Mill was set ablaze by an arsonist. The mill itself was an old structure that stood about 5 stories tall. It had served the farmers around Ullin since the turn of the century as they brought their corn, wheat, soybeans, and milo to market. The mill then shipped the grain by rail car to Chicago, New Orleans, and other markets. The structure was covered with corrugated galvanized metal, which made fire fighting almost impossible. The Ullin Volunteer Fire Department was assisted by several area volunteer fire departments. During peak of the fire, the south gable of the old depot caught fire! The fire was put out immediately and the damage was limited to the gable. The slightly charred wood is still visible today. The Phoenix Flour Mill was a total loss. William Brauchhauser moved his business across town where the old Myers Hotel (later known as the O'Hara Hotel) and Restaurant had once stood. Moving the old depot to the new location was too expensive, so it was abandoned.

During the late 1980's an effort was inquiry was made by the Ullin Civic Club to purchase the depot from Brauchhauser. A price was never agreed to and the subject was dropped. In August of 1997, the Illinois Central Railroad declared the depot abandoned since it was still upon their property (that had been leased by Brauchhauser but the lease had expired some years ago). The ICRR notified the Village of Ullin of their intent to destroy the structure. A group of concerned citizens from the Ullin Civic Club and members from the Ullin Village Board grouped together and petitioned the ICRR to defer its destruction of the historical building until financing could be arranged to move it.

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page number 19

ILLINOIS CENTRAL RAILROAD DEPOT

The Illinois Central Railroad finally agreed to give the depot a reprieve from destruction for one month. A former Ullin resident and retired Ohio businessman, William H. Echols (who was last in the depot after W.W.II in 1945) loaned the Village of Ullin \$17,000 dollars to move the building. In the meantime the Village of Ullin entered into a purchase agreement to buy the frontage property where the depot had been built in 1897. This purchase also included the area where the first two depots (1854 and 1869) had been built. The Ullin Depot (built 1897) had once again been given new life.

On December 3, 1997, the Ullin ICRR Depot was carefully returned to its original spot. The same company, Kennedy, Kennedy and Kennedy Moving Company, that moved it the first time, was hired to move it again. Moving the depot across an active railroad was a tedious job that involved perfect coordination by the contractor and the ICRR Company. The old depot was built with large hardwood timbers in 1897 and they held fast during the move. No damage was suffered during the move. Just minutes after the depot was placed back onto the property on which it was originally built, Illinois Central Freight Train, led by locomotive #6132, passed on the west side of the depot. It had been 25 years since a train passed on that side of the depot.

About two hundred yards south of the depot, the Illinois Central Railroad still serves the Ullin Fruit Belt Service Company via a spur rail line. This is part of the spur line that once served the sawmills of "days gone by". It is hoped that the old depot can once again serve the community of Ullin in a way that will allow those "days gone by" to never be forgotten.

The Ullin Depot has now been moved back to its original site. It now silently awaits repair renovation and nomination to the National Register of Historic Places. It is a proud testament to an era gone by. That era brought settlement to the village of Ullin and the state of Illinois. Not only does the old wooden depot stand as a symbol of Ullin's heritage; it is an example of all the old wooden depots that served Illinois and the United States of America proudly at the turn of the century. The Ullin Depot is the only wooden depot still on the active Illinois Central Line in Southern Illinois. The closest depot on an active railroad is the brick depot in Carbondale, which was built in 1903. The Village of Ullin is very proud they have preserved their depot. They are very proud they have saved a piece of history.

On September 16, 1997, the Ullin Village Board of Trustees passed city ordinance 97-9 titled, "An ordinance for the protection and preservation of the Ullin - Illinois Central

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 20

Illinois Central Railroad Depot

Railroad Depot.” In Ordinance 97-9 and Resolution 97-10, the Ullin Village Board recognized the significance of the depot and designated it as an Ullin Community Landmark because of its contribution to culture and heritage of the surrounding area.

In terms of the building’s historic integrity, when the cementitious boards were added in 1947, the original clapboards were removed. This synthetic siding is over fifty years of age, but the cementitious boards have deteriorated and need to be replaced. The village of Ullin plans on removing the cementitious boards and putting back the original clapboard design to the exterior of the building.

National Register of Historic Places
Continuation Sheet

Section number 9 Page number 21

ILLINOIS CENTRAL RAILROAD DEPOT

Bibliography

- Ackerman, William K., *Early American Railroads*. Fergus Historical Series #23, Fergus Printing Company. Chicago, Illinois, 1884.
- Brown, Willadene K., *You will never know what you can do until you try*. Jonesboro, Illinois, 1977
- Brush, Daniel H., *Growing up with Southern Illinois*. John Y. Simon.
- Cairo Evening Citizen (Cairo, Illinois), 22 October 1896, 01 July 1897 and 28 October 1897, Text-Fiche.
- Century High School, *Century Volume 14, Ullin Named by Mistake*. Page 10. 1976.
- Corliss, Carlton J., *Main Line of America, The Story of the Illinois Central*. Creative Age Press, New York, 1950.
- Delta Regional Planning Program, *Comprehensive Community Plan Ullin, Illinois*. General Planning and Resource Consultants inc. December 1967.
- Dexter, Darrel, *Where They Lay*. Pulaski County Cemeteries and The history of Ullin, Illinois. 1987. *A House Divided*. Reppert Publications. 1994.
- Illinois Central Railroad Company, *Financial Statement*. 1855.
- Illinois Central Railroad Company, *Illinois Central Directory*. 1869.
- Moyers W. N., *Moyers' Brief History of Pulaski County*. Pulaski Enterprise. 1943.
- Reagan, June, *Pulaski County Illinois (Ullin History)*. Volume 1. Turner Publishing Company. 1987.
- Somers, Paul M., *Illinois Central Streamliners 1936-1946*. TLC Publishing. 1995.

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page number 22

ILLINOIS CENTRAL RAILROAD DEPOT

Sources Consulted

Britt, Delbert "Tip", Ullin Postmaster, Retired. July 1998. Interviewed by Author.

Echols, Paul E., Echols Family Collection of Ullin Photographs and Memorabilia.

Echols, William H., Former Ullin Citizen. January 1998. Interviewed by Author.

Johnson, Margaret "Mac", Former Ullin Citizen. May 1998. Interviewed by Author.

Kesler, Glenn "Bull", Ullin Citizen. July 1998. Interviewed by Author.

Pulaski County Clerk's Records. Mound City, Illinois. July 1998.

Schremp, William, Writer and Railroad Historian. Carbondale, Illinois.
June 1998. Interviewed by Author.

Werner, Charles, Illinois Central Railroad Historical Society, Paxton, Illinois.
December 1997. Personal memories and ICRR archives.

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page number 23

ILLINOIS CENTRAL RAILROAD DEPOT

Boundary Description

The property on which the Ullin Depot was built (1897) was within the 200' feet of property issued to the Illinois Central Railroad Company by the government in a land grant when the ICRR was founded in 1851. During the fall of 1997, as preparations were being made to save the old depot, the ICRR Company agreed to sell a parcel of land to the Village of Ullin. This particular parcel included the location where the Ullin Depot had been built (moved from that location in 1972 and moved back in 1997). It is regarded in the legal description as "Station Ground Property".

That portion of the Illinois Central Railroad Company's (formerly Illinois Central Gulf Railroad Company) 200' foot wide Station Ground Property at Ullin, Illinois, is located on, over and across the Southeast Quarter of the Southwest Quarter of Section 23, Township 14 South, Range 1 West of the Third Principal Meridian, Pulaski County, Illinois and described as follows:

"Beginning at the point of intersection of the Easterly line of said 200' foot wide Station Ground Property and the North line of Foster Street, extended Easterly in a straight line across said Station Ground property; thence Westerly along said North line of Foster Street, extended Easterly, a distance of 65 feet, more or less, to a point on a line parallel with and 35 feet normally distant Easterly from said Railroad Company's Main Track centerline; thence Northerly along the last said point on the Westerly extension of the South line of Second North Street; thence Easterly along said South line of Second North Street, extended Westerly, a distance of 65 feet, more or less, to a point on the East line of said 200' foot wide Station Ground property; thence Southerly along the last said East line a distance of 875 feet, more or less to the point of beginning".

This describes the parcel of property that the Village of Ullin now owns and on which the old ICRR Depot rests. Since the Village of Ullin owns both the property described and the depot structure, it has granted the following property specifically for use with the depot.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

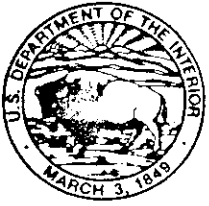
Section number 10 Page number 24

ILLINOIS CENTRAL RAILROAD DEPOT

Boundary Justification

The nominated property includes the Illinois Central Railroad Depot and 100' feet north and 100' feet south, of the building. The western boundary includes the remaining 10' feet more or less of the property, which intersects and runs parallel to the Illinois Central Railroad property where the main line track is located. The eastern boundary includes 30' feet more or less between Central Street (Formerly East Oak Street) and the depot structure.

The property included on the south side and the east side of the depot include gravel parking lots. Property allowances on the north side have been included to allow the future placement of a railroad track and caboose. The property on the west side has been allowed for placement of a safety fence between the active ICRR main line property and the back side of the depot.



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places.

For further information contact Edson Beall via voice
(202) 343-1572, fax (202) 343-1836, regular or E-mail: Edson_Beall@nps.gov

Visit our web site at <http://www.cr.nps.gov/nr>

AUG 27 1999

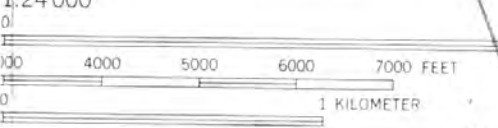
WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 8/16/99 THROUGH 8/20/99

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

COLORADO, FREMONT COUNTY, Canon City State Armory, 110 Main St., Canon City, 99001011, LISTED, 8/20/99
CONNECTICUT, HARTFORD COUNTY, Capwell Horse Nail Company, 60-70 Popieluszko St., Hartford, 99000927, OWNER OBJECTION DETERMINED ELIGIBLE, 8/17/99
CONNECTICUT, HARTFORD COUNTY, Commercial Trust Company Building, 51-55 W. Main St., New Britain, 99000926, OWNER OBJECTION DETERMINED ELIGIBLE, 8/17/99
FLORIDA, MARION COUNTY, Lake Lillian Neighborhood Historic District, Roughly bounded by Lillian Cir., SE Stetson Rd., SE Mimosa Rd., SE Earp Rd. and CSX RR tracks, Belleview, 99001012, LISTED, 8/20/99
ILLINOIS, IROQUOIS COUNTY, Watseka Union Depot, W. Cherry St., Watseka, 88003467, REMOVED,
ILLINOIS, PULASKI COUNTY, Illinois Central Railroad Depot, Jct. of Central Ave. and Ullin Ave., Ullin, 99000978, LISTED, 8/18/99
LOUISIANA, CALDO PARISH, Antoine, C.C. House, 1941 Perrin St., Shreveport, 99001013, LISTED, 8/20/99
LOUISIANA, ST. JOHN THE BAPTIST PARISH, Sorcery House, 971 LA 18, Edgard vicinity, 99001014, LISTED, 8/20/99 (Louisiana's French Creole Architecture MPS)
LOUISIANA, UNION PARISH, Terral, Dr. Clinic, 107 N Washington St., Farmerville, 99001015, LISTED, 8/20/99
MISSOURI, MONTGOMERY COUNTY, Baker, Sylvester Marion and Frances Anne Stephens, House, 60 Boonslick Rd., Montgomery City vicinity, 99001018, LISTED, 8/20/99
MISSOURI, OSAGE COUNTY, Balton, Lewis and Elizabeth, House, 9514 MO W, Jefferson City vicinity, 99001017, LISTED, 8/20/99
MISSOURI, ST. LOUIS COUNTY, Farmers State Bank of Chesterfield, 16076-78 Chesterfield Airport Rd., Chesterfield, 99001019, LISTED, 8/20/99
MONTANA, MINERAL COUNTY, Savenac Nursery Historic District, I-90, S of Haugan, Haugan vicinity, 99000986, LISTED, 8/16/99
PENNSYLVANIA, CENTRE COUNTY, Bellefonte Forge House, 4099 Axemann Rd., Spring Township, 99001020, LISTED, 8/20/99
TEXAS, SMITH COUNTY, Charwood Residential Historic District, Roughly bounded by E Houston, RR tracks, E Wells, S Donnybrook, E Dobbs, and S Broadway, Tyler, 99001023, LISTED, 8/20/99



ASKI) 11 NW 307 10' 308 R. 1 W. R. 1 E 309000m E. 15 MI TO ILL. 3



VERTICAL DATUM OF 1929
 HORIZONTAL DATUM OF 1929
 5-FOOT CONTOURS

*ILLINOIS CENTRAL
 RAILROAD DEPOT
 Ullin, IL
 Polaski County
 2011016*

*E 306310
 N 4127660*

ROAD CLASSIFICATION
 Heavy-duty ——— Light-duty ———
 Medium-duty - - - - - Unimproved ———
 Interstate Route

NATIONAL MAP ACCURACY STANDARDS
 FEDERAL GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
 U.S. GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
 ADDITIONAL INFORMATION IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION
 Revisions shown in purple compiled in cooperation with
 U.S. Forest Service from aerial photographs taken 1988 and other
 sources. Partially field checked by U.S. Forest Service. Map edited 1990

DONOR
 370
 PHOTO
 DMA 3158