

The History of UNION STATION SPRINGFIELD • ILLINOIS

- ▣ The clock tower is 110 feet tall. It is 150 feet to the top of the flagpole.
- ▣ The original wrought-iron clocks were made by the Elgin clock company.
- ▣ The original clock tower was dismantled in the 1940s for safety.
- ▣ The last passenger train left Union Station on April 30, 1971.
- ▣ For 14 years, the building sat vacant.
- ▣ In 1985, under threat of demolition, Union Station was rehabilitated by Michael and Nanchen Scully as a boutique shopping mall at a cost of \$4.5 million.
- ▣ White and Borgognoni Architects, P.C., located in Carbondale, Illinois, completed the latest rehabilitation of Union Station. The current restoration was completed in March 2007 at the cost of \$12.5 million.
- ▣ The current clocks were made by the Electric Time Company and keep time through Global Positioning Satellite technology. The four clock faces are eight feet, one inch in diameter and made of aluminum.

Union Station

Tourist Information Center

500 East Madison St., Springfield, IL 62701

www.ALPLM.org



ILLINOIS. MILE AFTER MAGNIFICENT MILE.

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"A GREATER TASK"

WHY SHOULD THERE NOT BE A
PATIENT CONFIDENCE IN THE
ULTIMATE JUSTICE OF THE
PEOPLE? IS THERE ANY BETTER
OR EQUAL HOPE IN THE WORLD?

ABRAHAM LINCOLN
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- ▣ Union Station was opened in 1898 by the Illinois Central Railroad.
- ▣ Francis T. Bacon, the architect for Illinois Central Railroad, designed Union Station.
- ▣ Three sets of rails ran along the north side of the depot, and passengers arrived and departed from the platform there.
- ▣ Most visitors now enter the depot from the south side, which has little ornamentation compared to the north side. Decorative terra cotta highlights surfaces on the north side.
- ▣ The station is designed in the Romanesque Revival style, which is evident in its decorative stone and brick work, strong geometric form, and soaring clock tower.
- ▣ Original cost: \$75,000.
- ▣ Running along the south side of the building was a coach lane, called the carriageway, for horse-drawn coaches and wagons. Most of the bricks are original; vintage pavers were added as needed during the restoration.
- ▣ Nearly all window frames, trim, and exterior doors are original.
- ▣ The perimeter benches and paneling on the first floor are original and made of quarter-sawn oak. The two large free-standing benches are reproductions based on historic photos.
- ▣ The second floor is built of yellow cypress.
- ▣ Originally, all the floors in the building were of tongue-and-groove strips of white maple. During a 1946 modernization, cream and black terrazzo was added on top of the maple on the first floor. The mezzanine and second floor retain most of their original maple flooring.
- ▣ As part of the restoration, the first floor which was terrazzo was later replaced with maple.
- ▣ There were separate waiting rooms for men and women; their locations were labeled in the woodwork over the doorways.
- ▣ The mezzanine and second floor housed offices for the Illinois Central and four other of their railway-system partners.

