

CITY OF SAGINAW, MICHIGAN

**HISTORIC DISTRICT STUDY COMMITTEE
FINAL REPORT**

**FLINT & PERE MARQUETTE POTTER
STREET STATION HISTORIC DISTRICT**

JUNE 14, 2022



Written by
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TABLE OF CONTENTS

Charge of the Historic District Study Committee	3
Study Committee Members	4
Description of Proposed District	5
Resource List	6
Boundaries of Proposed District	7
History of the Proposed District	8
Significance of the Proposed District	10
Current Preservation Activity	24
Bibliography	26
Appendices	26
Map of Proposed District	26
Streetscapes of Proposed District.....	31
Photos of Resource	34
Pere Marquette Railroad Track Spoke & Wheel Map.....	44
Pere Marquette System Map.....	45
Sanborn Maps of Pere Marquette Railroad Yards and Station.....	46
Historical Documents / Postcards / Photos.....	48
SHPO suggestions.....	58

CHARGE OF THE HISTORIC DISTRICT STUDY COMMITTEE

The Historic District Study Committee was appointed by Saginaw's City Council at its July 27, 2020 meeting. The charge of the committee, by that appointment, by the City's Historic District Ordinance and by its own determination, is to:

- a. Determine those areas of the City of Saginaw that should be reviewed, studied and proposed as local historic districts.
- b. Implement and supervise the completion of the steps necessary for the establishment of a local historic district as per Section 2507 of City of Saginaw Ordinance No. D-1418, "Zoning Code;" and as per §399.203 of Michigan Public Act 169, "Local

Historic Districts Act." These steps include:

- i. photographic inventory of resources within each proposed district
 - ii. basic research of each district and the resources within
 - iii. determination of the total number of historic and non-historic resources within a proposed district
 - iv. reporting
- c. Stimulate interest and increased public awareness of the City's historic resources.

STUDY COMMITTEE MEMBERS

Section 2507 of City of Saginaw Ordinance No. D-1418, “Zoning Code,” specifies that the Historic District Study Committee “shall contain a majority of persons who have a clearly demonstrated interest in or knowledge of historic preservation, and shall contain representation from 1 or more duly organized local historic preservation organizations.” Current members of the Study Committee are:

Kevin Mark Rooker (Chair), History Teacher, Carrollton Public Schools; Secretary, Saginaw Historic District Commission; owner and restorer of a historic house in Saginaw.

Richard Ciolek, Retired Saginaw Firefighter, Local preservationist, and researcher; Pere Marquette-Potter Street Depot volunteer.

Darla Hane, Member, Saginaw Historic District Commission; Former member of the Calumet, Michigan Planning Commission, avid Researcher of

historic properties, processes, and procedures.

DESCRIPTION OF THE PROPOSED DISTRICT

The Potter Street Station Historic District includes the Pere Marquette Railroad Station and adjoining properties along Potter Street. The station is very significant in that it was built during a prolific period of Saginaw's growth as the center of the state's lumber industry. The station was the figurative and physical gateway into and out of Saginaw from the late 19th century and through World War II.

Inventory

The station was added to the National Register of Historic Places on November 29, 1996. In preparation for this report, the station and adjacent properties were surveyed again in 2019-2020.

RESOURCE LIST

1. Flint & Pere Marquette Union Station, commonly known as the Potter Street Station. 501 Potter Street. Three-story brick. 1881. Contributing.
2. Adjoining Freight Warehouse. 401 Potter Street. Single story. 1956. Contributing.

Total number of resources in district: 2

Total contributing resources: 2

Percentage of contributing resources: 100%

City of Saginaw ordinance requires resources to be 30 years old to be considered contributing.

BOUNDARIES OF PROPOSED DISTRICT

The boundaries for the proposed Flint & Pere Marquette Potter Street Station, commonly known as the Potter Street Station District encompasses the property on which the station and adjoining freight warehouse stands on Potter Street.

FLINT & PERE MARQUETTE POTTER STREET STATION HISTORIC DISTRICT

THE PROPOSED DISTRICT UNDER STUDY INCLUDES: 401 & 501 POTTER STREET; A PARCEL OF LAND IN HOYT'S NORTHERN ADDITION, SEC.18,T. 12,N.R.5,E.DESCRIBED AS FOLLOWS. COMG. AT THE INTERSECT-ION OF N. LINE OF POTTER ST. & ELY. LINE OF JEFFERSON AVE. EXTENDED, RUNG. THENCE WLY. ALONG SAID N. LINE OF POTTER ST. 80 FT., THENCE NLY. AT RIGHT ANGLES TO POTTERST. 72 FT., THENCE N.ELY. TO A POINT 78 FT. N. OF THE POINT OF BEG. & MEASURED AT RIGHT ANGLES TO SAID POTTER ST. THENCE ELY. PARL. TO SAID POTTER ST. 148 FT., THENCESLY. AT RIGHT ANGLES TO SAID POTTER ST.78 FT. TO N. LINEOF SAID POTTER ST., THENCE WLY. ALONG SAID N. LINE OF POTTER ST. 148 FT. TO POINT OF BEG. AND; PART OF SW 1/4 OF SEC 18, T12N, R5E, VIZ., BEG ON N LN OF POTTER ST 148 FT E OF INTER.OF SD LN & E LN OF JEFFERSON ST EXTENDED, TH NE'LY 65 FT (MORE OR LESS) TO A POINT 20 FT S OF CL OF CSX MAIN TRACK, TH SE'LY PARL TO SD MAIN TRACK 415 FT, TH WS'LY AT RIGHT ANGLES TO POTTER ST 65 FT TO N LN OF SD ST, TH W'LY ALONG POTTER ST 415 FT TO POB; AS ONE CONTIGUOUS DISTRICT.

BOUNDARY JUSTIFICATION

The property is currently owned by the Saginaw Depot Preservation Corporation. The property described is to be included in the local district and includes the shipping warehouse and the property on which the depot stands. A smaller depot for East Saginaw once stood where the warehouse stands today. It was demolished in 1881 when the new Flint & Pere Marquette station was completed. The land where the station is located once had a line of commercial buildings on it. They were demolished in 1881 to make way for the new station. This is the historic boundary of the station and warehouse. The boundary for east-west was chosen to include the footprint of the station and warehouse to the west. The north-south boundary was chosen as it is the also the footprint of both structures and includes no additional property outside their actual property lines. There are no significant buildings within 200 feet of the proposed district and those that stand further down the street are almost three blocks away.

PERIOD OF SIGNIFICANCE

The period of significance for the Pere Marquette Potter Street Station is 1888-1946. The railroads were the primary means of transportation when the station was built and served as the main entry point into Saginaw; from lumber jacks returning from the forests to investors and businessmen arriving from New York and Chicago. The arrival of the automobile around 1912 began the slow decline of passenger rail travel though there were large upticks during both World Wars. After WWII the station saw less and less passenger traffic and the last passenger train to leave Saginaw occurred in the early 1960's.

COMMUNITY HISTORY

The City of Saginaw was born on the west bank of the Saginaw River in the late 1830's. It grew from a small settlement, Saginaw City that began at the site of Fort Saginaw, at the intersection of present-day Hamilton and Court Streets. That settlement grew into what we now know as the West Side Business District. This was the area's major commercial district until the founding of East Saginaw.

On the east side of the river a parallel settlement, East Saginaw, developed which was incorporated first as a village in 1855, and then as a city in 1859. East Saginaw quickly became a hub for railroad transportation in addition to ships making their way on the Saginaw River. By the early 1870s, lumber production peaked, but continued albeit on while slowly declining until it had virtually disappeared by the end of the 19th century. In addition to salt production,

which experienced an eventual decline as well, growing industries, such as those supporting the area's agriculture and manufacturing, developed. Prompted by growth in the lumber industry, East Saginaw began to rapidly expand outward from the business district.

Industrial development went up and down the riverbank – until the Saginaw River was virtually lined with sawmills from Green Point to Bay City. Residential development grew south, north and east from the business district. Compact neighborhoods formed on side streets, while the well-to-do built more imposing homes on East Genesee, South Jefferson and Hoyt Avenues.

Development of Central Business District didn't begin in earnest until the 1860s – and reached its apex in the early 1950s. Two factors spurred this development.

First, growth was due primarily to the lumber boom and industrial enterprises such as Wicks Brothers Boiler Works, Mitts and Merrill, and Koehler Iron Works among many. Second, commercial retail establishments jockeyed for prominence among the city's well-to-do and influential patrons. These establishments morphed each decade into larger and larger retail operations; chief among them were Heavenrich's Department Store and Morley Brothers.

Growth of St. Mary's hospital, a mere eight blocks away figured prominently in the establishment of doctors' offices scattered throughout downtown office buildings.

SIGNIFICANCE OF THE DISTRICT

The former Flint and Pere Marquette Railroad Depot is the largest Late Victorian, pre-Richardsonian Romanesque depot in Michigan. It was designed by Bradford L. Gilbert, one of the nation's leading railroad station architects in the late nineteenth century. The depot also has historical

significance for Saginaw for serving as the city's primary passenger station for over eighty years. The Flint and Pere Marquette Railroad Company was organized on January 21, 1857 to build and operate a railroad line from Flint through Saginaw to Pere Marquette (now Ludington). The laying of

track began on the bank of the Saginaw River just west of the existing depot on August 19, 1859. The part of the line extending southward to Flint was completed in December, 1862, and the section westward to Ludington in 1874. Connections to Detroit and Toledo were established in 1865 and 1874, respectively. Saginaw served as the Flint and Pere Marquette's headquarters. New York businessman Jesse Hoyt, a major financier of the railroad and a prime mover in the early development of East Saginaw, donated to the railroad grounds for its yard and for a depot. The 1877 Beers atlas shows the railroad's large shop complex, including two engine houses, a car house, "car manufactory," blacksmith shop, machine shop, and freight house, north of Potter Street where the CSX complex presently exists (some remnants of the nineteenth-century development have survived). The original, small depot stood on the north side of Potter Street just west of the west end of the present depot where the current freight warehouse stands. Potter Street itself is almost certainly named in honor of Dr. Henry C. Potter, one of the most prominent figures in the railroad's early development and its long-time general manager. The first news that the railroad intended to build a new East Saginaw depot was a brief note to

that effect in the April 7, 1881 *Saginaw Daily Courier*. The July 7 *Saginaw Daily Courier* noted the progress of construction: "Great activity is displayed on Potter street at present in the line of building. Buildings that have stood on the proposed site of the new depot of the F. & P.M. R. R. company are being torn down, and the foundations for the large structure, which is to be 280 feet in length, was marked out yesterday by Mr. W. B. Sears, chief engineer of the road." The *Saginaw Daily Courier* provided a detailed description of the new building October 25, 1881, noting that "the slate roof was then being installed". The *Morning Herald* of July 11, 1882 noted that the depot "is rapidly approaching completion." Two weeks later, on July 25, the *Morning Herald* reported the opening of the "new depot to the traveling public yesterday." The new Flint and Pere Marquette depot was constructed during the presidency of Jesse Hoyt. In the early 1850s, Hoyt (1815-82), a New York businessman and investor, owned extensive timber lands in the Saginaw Valley. Hoyt purchased a one-third interest in the site of the east-of-the-river part of Saginaw which became East Saginaw and, with his partners, had East Saginaw platted in 1850. More than any other person, Hoyt financed the early development of East Saginaw, including the construction of a plank road to Flint; the development of local commercial,

banking, lumber, shipbuilding, salt, and agricultural enterprises; and the building of hotels and other buildings. As previously noted, he was an early and important investor in the Flint and Pere Marquette and donated the site for the railroad's depot and yards. Hoyt became president of the Flint and Pere Marquette in 1875 and served in that capacity until his death a month after the new depot was completed. It seems likely that Hoyt was directly involved in the planning for the depot. The structure was designed by New York architect Bradford L. Gilbert (1853-1911). Gilbert, born in Watertown, New York, the son of a civil engineer, learned the practice of architecture from New York architect J. Cleveland Cady, for whom he went to work in 1872. In 1876 he became architect for the New York, Lake Erie and Western Railroad under the company's chief engineer, Octave Channte, designing stations and other buildings for the railroad. Gilbert, according to his biography in *The National Cyclopedia of American Biography*, achieved "a great reputation for skill and originality through the Northern and Northwestern states" for the railroad buildings he designed during his years with the railroad. He evidently established his own practice about 1880. Railroad architecture became one of his specialties. Gilbert designed stations for at

least twenty-five railroads, including ones in Canada and Mexico, from the 1870s to at least 1903. His masterpiece was the Richardsonian Romanesque Illinois Central Station in Chicago, built in 1892-93. The East Saginaw depot, designed in 1881, must have been one of Gilbert's early commissions as an independently practicing architect. His other thus far identified Michigan stations are union depots in West Bay City (demolished) and Reed City, the Reed City one serving the Flint and Pere Marquette, along with another line. The depot served an important through route across the central part of Michigan's Lower Peninsula, one with direct connections to major cities including Detroit, Toledo, Chicago, and St. Paul (the latter via ferry connections across Lake Michigan). Leading local merchants and businessmen and their families, rewarded by the railroad for their freight business with annual passes for passenger travel on the line, would have passed through the depot, along with other travelers. But the Flint and Pere Marquette's bread and butter was the logging industry. The line passed through what became in the 1870s and 80s one of the greatest lumber-producing regions in the country. For the lumber towns and camps it passed, the railroad was an important means of transporting supplies, products, and

personnel. The Flint and Pere Marquette Depot built only a year or two before the peak of the lumbering boom in the Saginaw Valley, when lumber production on the river exceeded one billion board feet per year, certainly served many of the thousands of lumberjacks who passed through Saginaw by train each year in the late fall and early winter on their way to the logging camps to the north and west. John W. Fitzmaurice's *The Shanty Boy* (1888) provides a crisp portrait of the shanty boys aboard the train on the way to the woods in 1880. "The car in which he rode was "full" in every form of the word. The seats intended for two held three and four. The aisles were jammed with heaving, surging, roaring, swearing, laughing humanity, out of nearly every kindred, nation, people and tongue. All were "full," and every man had a bottle. It was the last "drunk" of the season and it was a bouncer". The picture presented in that train load of men going to the woods, was a laughably strange combination of the drunkenly sublime and ridiculous. The combination was made up of Americans, French, Germans, Swedes, Irish, English, Poles and Indians. All were more or less filled with "budge," and all were hilariously noisy. Every man was using his mother tongue in snatches of song, joke and wild argument. Everyone was gloriously happy, and the

bottle passed from hand to hand and mouth to mouth with wonderous rapidity. As fast as one bottle was emptied, through the window it went, and another took its place. The trip Fitzmaurice describes was on the Michigan Central (which also passed through Saginaw on its way north), but the situation on the Flint and Pere Marquette at that time of year must have been similar. With the completion in 1882 of the Port Huron and Northwestern Railroad, which provided a connection between the Flint and Pere Marquette and Canada via Port Huron, large numbers of Canadian lumberjacks joined the annual migration to the woods. In the spring after the log drives, many of the same lumberjacks would have travelled back to their homes by rail. Many stopped off in Saginaw on the way or remained in the city over the summer until the camps resumed operations in the fall. Potter Street with its numerous bars and cheap hotels was one of the shanty boys' principal resorts in the city. References to the depot as the "Union Depot" appear in the c. 1890 *Twelvetrees Souvenir of Saginaw*, the *Saginaw directory for 1902* (only), and in Mills' *History of Saginaw County* published in 1918. The name was generally given to depots serving more than one line. Perhaps the name in this case resulted from the fact that as early as 1884 the depot served not only the Flint and Pere

Marquette but also the Port Huron and Northwestern and the Saginaw, Tuscola and Huron railroads. After 1902 the directories refer to the building simply as the "Potter Street Depot." Passenger service to the depot under the auspices of the Flint and Pere Marquette and subsequently the Pere Marquette and finally the New York Central railroad continued until 1963 or 1964 when the single-car "Bee-Liner" running between Detroit and Bay City was discontinued. The depot housed some CSX Transportation, Inc. offices until 1986. Since that time the building has been unoccupied. On December 19, 1989, CSX Transportation, Inc. sold the depot to the Saginaw Depot Preservation Corporation, a non-profit organization, which hopes to refurbish the structure. On April 16-17, 1991, fire destroyed the depot's roof and badly damaged the second story. The Saginaw Depot Preservation Corporation is restoring the building as funds permit. Recent interest by other transportation groups, namely the Saginaw Transit Authority Regional Service (STARS) bus system is studying the feasibility of locating their main operations in a portion of the depot, making it a transportation hub.

The adjoining Railway Express Agency (REA) warehouse was constructed in 1956.

REA was a national package delivery service similar to today's UPS or FedEx. It operated from 1918 to 1975. It used the railroads to ship packages to local warehouses and then onto trucks for delivery to homes and businesses. It was created during WWI to ensure safe and fast movement of money, parcels, and other goods.

REA ceased operations in 1975, when its business model ceased to be viable. CSX Transportation used the building for storage until 1980 when Concepcion and Carmen Olvera purchased the building. They used it to cast concrete tombstones and bases until local cemeteries began using flat surface headstones. The building has been used for storage since 2005 with the Saginaw Depot Preservation Corporation acquiring it in 2016.

The National

REGISTER CRITERIA

The quality of significance in American history, architecture, archeology, engineering and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A

That are associated with events that have made a significant contribution to the broad patterns of our history

In the years immediately following the Civil War, the lumber industry was the biggest employer in the United States. The nation's leading lumber-producing state was Michigan. And Michigan's busiest lumber-producing center was Saginaw. It has often been said that the development of the plains states in the last 30 years of the 19th Century was made possible by the white pine timbers that floated down the Saginaw River and were milled in Saginaw.

East Saginaw (the pre-consolidation name of east-side Saginaw) began as a collection of small lumber mills and fledgling retail stores. Once the Saginaw River watershed's potential as a lumber center was realized, however, the town grew quickly.

The proposed Pere Marquette-Potter Street Station historic district figured prominently in this growth, as its earliest center of gravity. This made it prime real estate for the retail mansions and factories of the city's most prominent early citizens and founders – whether they were giants of the lumber industry (Wellington R. Burt, Ezra Rust, W.P. Little, Issac Bearinger, escaped slave William Q. Atwood, and Mrs. Martha Hay or support businesses such as banking, law, and retail (William P. Little, William L. Webber, Jesse L. Hoyt, Jacob “Little Jake” Seligman and the Morley Brothers; Edward and George).

When the early lumber surveyors first explored Michigan's old-growth white pine forests, they estimated that the timber would last nearly forever. Initial estimates stated that it would take 300 years to exhaust the impenetrable forests. With the development of the railroads, inroads were made into the dense forests. Passenger traffic was increasing in the two Saginaw's and when the lumber industry reached its peak, the Pere Marquette Station on Potter Street was completed. More and more lumber was being moved by rail alongside Great Lakes shipping. In just over 25 years, however, the land had been clear-cut and the Saginaw Valley's lumber industry faded.

This had little effect on the Lumber Barons who had made large fortunes in the industry; Wellington R. Burt, for example, built the Saginaw Auditorium and the Manual Training School to help students transition into the manufacturing trades. But the change meant new industries – and new fortunes – for Saginaw. One of the most important was agriculture; settlers pulled stumps from the lands surrounding Saginaw – once considered an “impenetrable” pine forest – and began farming.

Agribusiness helped create Saginaw's second wave of business leaders. Among them was A. L. Riedel. Under his leadership, Michigan Bean Company became the largest

exporter of grains in Michigan. The Pere Marquette, Michigan Central, and Grand Trunk Railroads were the primary means of moving the agricultural production out Saginaw.

Passenger rail traffic continued to grow through World War I with 50 passenger trains arriving and departing Saginaw. Saginaw was the spoke and wheel gateway of mid-Michigan with Saginaw serving as a regional rail hub between cities to the north, west, and east. Saginaw was Michigan's third largest city, and a population able to support so many trains. Saginaw served as the

Saginaw logically served as the gateway of the Pere Marquette Railroad and its successor - the Flint and Pere Marquette Railroad. Both railroads were centered in East Saginaw\Saginaw as many of the railroads' leaders were Saginaw residents. The map on page 45 of the railroad's lines shows how Saginaw formed this spoke and wheel arrangement. The Pere Marquette Station saw thousands of people come through its doors every day.

Saginaw's next “boom” lasted nearly 50 years. Machinists at Jackson, Church and Wilcox found a way to improve the somewhat wobbly steering mechanism on early Buicks. This led to a contract to provide Buick with steering gears – and, eventually, to General Motors' Saginaw

Steering Gear division. Saginaw continued to grow with GM manufacturing until the early 1970s – although GM facilities and their spin-offs are still the county's largest employer.

The early years of the auto boom and through America's entrance into WWII had a negligible effect on rail traffic in and out of Saginaw. Ridership began to plummet in the years after WWII when the Interstate Highway System began construction and Americans took to the roads in ever increasing numbers.

Criterion B

That are associated with the lives of persons significant in our past

The proposed Flint & Pere Marquette Potter Street Station District features several prominent citizens who are responsible for its development in the latter part of the 19th century. They include:

Dr. Henry C. Potter (1823-1909),



prominent physician and one of the founders of the Pere Marquette Railroad. Potter Street on which the grand Pere Marquette Railroad Station was built is named for him.

Jesse Hoyt (1815-1882), businessman, land



speculator. Jesse Hoyt entered into a business relationship with Norman Little. Responsible for platting out the village of East Saginaw; he went about paying for the construction of buildings in the fledgling town. He paid for the construction of a plank road from East Saginaw to Flint. He also built the Bancroft House Hotel, Hoyt Library, the Exchange Block, Irving Block, Power Block and Mayflower Block. His last visit to Saginaw was in 1877.

Bradford L. Gilbert (March 24, 1853–



September 1, 1911) in Watertown, New York was an American architect based in New York City. He was one of the nation's leading railroad station architects of the late nineteenth century. At the age of 23, Gilbert was appointed architect of the New York, Lake Erie & Western Railroad. Most of his New York City buildings have been demolished. He designed railroad depots across the country, Saginaw included. Among his extensive work for multiple railroads

across the country, Gilbert also designed a previous version of New York City's Grand Central Terminal in 1898.

Criterion C

That embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

The Flint & Pere Marquette Potter Street Station is significant under Criterion C: It is the largest late Victorian style railroad station in Michigan. It is also significant as an example of the work of Bradford L. Gilbert, one of the nation's leading railroad station architects in the late 19th century.

DESCRIPTION

The East Saginaw Pere Marquette Railroad Station or Potter Street Depot, was built by the Flint & Pere Marquette Railroad in 1881-82, and is an immense stone-trimmed, red

brick-wall building consisting of the depot proper and an adjacent boiler power house. A fire in April, 1991, destroyed the building's roof and caused severe interior damage, but the roof has been reconstructed. The two-story, hip-roof depot building is long and narrow in form, about 285 feet in length and forty in width, with nearly symmetrical street- and trackside elevations. The otherwise planar street and track facades are each broken by three sets of bays -- a square-plan central one flanked by slant-sided ones --which rise to support tall hip roofs that span the structure from side to side and dominate the lower, main hip roof. A centrally positioned, square-plan, pyramid-roof tower dominates the structure. The building's exterior detailing includes Panel Brick friezes, accent bands of darker-color brick at window-sill and -lintel level and in the voussoirs of the segmental-arch head of the former central street side entrance, sawtooth brickwork panels in the arches above some windows, and terra-cotta panels in the friezes, forming impost blocks for some window arches, and above the central street-side entrance. Broad dormers with round arch windows and massive chimney stacks pierce the roofs. A shed-roof canopy, supported by large iron brackets, extends almost entirely around the building above the ground story. The depot's location,

"EAST SAGINAW," is proclaimed by a large stone plaque in the central bay on the trackside facade. An adjacent boiler house building is a square, two-story building with a high hip roof and massive, square-plan chimney stack. The depot stands along the south side of the CSX (former Flint & Pere Marquette) rail line and yard at the point where the line passes closest to Saginaw's central business district, located about a half mile to the south. The building's trackside facade faces north on the railroad and its main street side facade south on Potter Street a short distance east of Washington Avenue, the major entrance into downtown Saginaw from the north. The south side of Potter Street opposite the depot contained numerous late nineteenth-century commercial buildings that probably served businesses catering to the large railroad work force and travelers. Many of these buildings are abandoned, deteriorating or been demolished. An old residential neighborhood --containing many vacant lots but also some large and substantial Italianate, Queen Anne, and Colonial Revival houses - separates Potter Street from the city's downtown. The main depot building and adjacent boiler house are constructed with walls of red-orange brick. Darker brick is used in single-course bands which outline the top and bottoms of belt courses at

windowsill and -lintel level and form alternate voussoirs in the arch above the central street side entrance. The "EAST SAGINAW" plaque, window sills and lintels, chimney belt courses and other trimmings, and the gables of the dormers are of grayish sandstone. Small panels of yellow-buff terra cotta decorate the frieze at the building's angles and above the piers separating the windows and serve as impost blocks for segmental arches spanning the lower-story window openings. The capitals from which the arch crowning the window in each of the gabled front and side dormers springs are of the same material and color. Capitals which frame the segmental-arch-head opening of the central street side entrance as well as the pediment spanning the entrance are of dark orange-red terra cotta. The canopy which virtually surrounds the entire building is supported by massive iron brackets of ornamental design, and 1-beams support the lower ends of the wood rafters upholding the canopy roof. The main, tower, and dormer cornices are of copper. Much of the main cornice was lost in the fire. Wooden trusses with metal tension rods spanning the depot from north to south supported the roof, which was most recently clad in green-colored asphalt shingling but originally in slate; most of the roof structure was burned away, leaving charred remnants

of trusses and sections of intact roofing here and there along the eaves. During 1995-96 the depot, except for the dormers, was re-roofed with a felt-covered plywood roof on a conventional wood truss system. The dormer roofs and asphalt shingling for the entire roof structure awaits the raising of additional funds. The depot housed passenger station facilities and freight storage downstairs and depot and railroad offices in the second story. Centrally positioned entrances along the broad north and south sides aligned with the tower provide access to a two-story hallway. Staircases flanked on either side by passageways rise from each end of the hall, just inside the entrances, to a square-plan landing in the center, from which shorter flights extend east and west to the second story. Balustrades with simple turned balusters flank the staircases and front a passageway extending around the stairwell at the second-story level. The staircases' upper handrails are charred. The depot's western end contains in the street level men's and women's waiting room areas and lavatories, ticket and telegraph office space, and passenger baggage room. Located directly west of the stair hall, the men's waiting room spans the building from north to south and has an entrance from the outside on both the street and track sides. An arched

entranceway opens into the stair hall on the east and another on the west leads through a short corridor to the women's waiting room. The women's waiting room also has entrances from the outside on the street and track sides. A large lavatory room fills the southeast corner of the space. Flanking the corridor on the north is the ticket office, which has a single segmental-arch head ticket window facing into each waiting room and onto the corridor and a bay window for the telegrapher on the track side giving him a clear view down the track. The women's lavatory forms the corridor's south side. At the west end of the building is the passenger baggage room. This has two large sliding-door entrances on both the street and track sides. The waiting rooms are finished in similar fashion, except that the women's has a fireplace with brick mantelpiece, while the men's has none. The mantel is described in an article on the depot in the October 25, 1881, Daily Courier as being of "Philadelphia brick, and red Terra Cotta, eighteen feet high, ten feet wide" and having a fireplace six feet wide and five high. Both waiting rooms have floors, walls, and ceilings finished in narrow beaded boarding. The walls have a diagonally boarded dado, with vertical boarding above, while the ceilings are finished in diagonal boarding laid symmetrically on either side of a cased and

paneled beam running east-west through the room's center. In each room two round iron columns with florid Late Victorian capitals support the beam. The doorways and windows have molded trim with bullseye-decorated angle blocks. The east end of the first story has been altered more than the west. A brief description of the building in the April 27, 1882 Saginaw Weekly Courier noted that the first story contained a dining room forty by fifty-five feet in ground dimensions and two express rooms, each fifteen by forty feet in size. The plan of the depot's first story as it existed in 1901 is illustrated in that year's edition of the Sanborn Fire Insurance Maps of Saginaw, Michigan, volume 1, plate 78. The dining room occupied the west half of the east wing, from the central stair hall on the west east to and including the area fronted by the bay windows. Two doorways each on the street and track sides provided access. Next east, occupying about half the remaining length of the wing, was a kitchen; Beyond lay an express room and, at the east end of the building, the depot master's office. The east end now contains one room extending from the central stair hall east to just west of the doorway to the west of the bay window. A larger room then extends eastward beyond the bay window to a wall between the two sets of sliding doors at the building's far east

end. The space at the east end which once housed the depot master's office remains intact. In the two larger rooms, partitions running partly across the space in an east-west direction have been constructed about fifteen feet from the north wall. The partitions do not extend up to the ceiling. Extending out about ten feet from the north wall in both rooms is a mezzanine level or gallery, its front enclosed with windows which rise up to the ceiling. No furnishings or equipment relating to the dining room/kitchen functions have survived. Despite the apparent major revision of the floor plan in this area, the finishes are similar to those in the west wing. Like the rooms in the building's west end, these rooms also have walls and ceilings finished in beaded boarding, but with the walls boarded vertically from floor to ceiling. It appears that the dining room originally had two large segmental-arch-head doorways from the outside on both the street and track sides, near the stair hall and next to the bay window. The one next to the stair hall on the street side has been made into a window, while the narrower window directly to its east has been made into a doorway. On the street side of the former kitchen area, one large, square-head doorway has been cut through the wall just east of the bay window where two windows previously existed and,

farther east, a second, similar doorway has been cut through, replacing a single window. On the track side in the kitchen area, a third similar doorway has been constructed, replacing a single window. The bricked-in upper portions of the window openings and the terra-cotta impost blocks and brickwork spanning the former segmental-arch-head openings survive. Near the east end of the building paired original sliding doors on the street and track sides -- originally providing access to the express room and depot master's office -- remain. In the second story, a corridor extends east and west through the center of each wing from arched entrances at the heads of the central staircases to large rooms at either end of the building. A series of generally small rooms -- all finished with plastered walls above vertical-board dados, boarded floors and ceilings, and door and window trim like that downstairs -- flanks the corridors on both sides. Several rooms have brick-walled vaults with metal doors opening from them. A large room extends across the far west end of the building. From the south side of the second-floor, east corridor just east of the archway separating it from the stair hall, a narrow, enclosed, double-flight staircase running south, then back north, provided access to the third or attic floor. In the central part of the building, a large room

flanked the upper part of the stair hall on each side. At one time the stair hall was open through the third story to the base of the tower and a narrow walkway which surrounded the well was fronted by a balustrade similar to that at the second-floor level. However, a ceiling was long ago installed above the second story. The attic space in the rooms in the central block and in the lower east and west wings was finished with plain boarded floors and plastered walls and ceilings. Substantial quantities of old railroad records were stored in the attic and were lost in the fire. Prior to the fire of April 16-17, 1991, the depot building was surprisingly little altered. A few exterior windows were bricked in and several exterior doorways on the street side cut through or widened. Several of the original wood exterior doors -- the surviving ones have panels of vertical or diagonal beaded boarding -- were replaced with modern makeshift ones. The depot's first story remains very much intact, but has suffered much warping of the boarding from water damage from the time of the fire and the loss of the roof. In the second story, many rooms -- particularly along the street side -- remain largely intact, with the dados and door and window trim still retaining green paint, even though the roof and ceiling have been almost entirely burned away. The third or attic story

was totally destroyed. Adjacent to the depot's east end, and separated from it by a narrow platform, is the former boiler house/power plant building. A rectangular-plan, two-story building topped by a high hip roof, it matches the depot in general exterior style. The building's furnace, connected to a square-plan, sixty-five-foot-high chimney at the east end, provided the depot's heat and hot water. The building also contained quarters for railroad workers. The 1901 Sanborn map shows a frame, one-story wing which, extending to the east, contained paint and carpenter shops, ice house, and storage room. This long ago disappeared. A flat-roof, one-story, red brick, rear extension and coal bin added later remain. The boiler house

building was not damaged by the April 16-17, 1991 fire but water damage has caused the west wall and roof to collapse.

Criterion D

That have yielded, or may be likely to yield, information important in prehistory or history

The district's property is situated on land that was once an Ojibwa and Chippewa hunting grounds. The area has been heavily developed and re-developed. In fact, an entire line of buildings was demolished to make way for the station in 1881 with the foundations of the new structure laid deep on the site. No archeological resources would be present on the site today.

CURRENT PRESERVATION ACTIVITY

The existing station buildings have been listed on the National Register of Historic Places on November 29, 1996 (96001378NRIS).

Designation as a local historic district will help preserve this significant historical resource. It will also protect the character of the area, which will be an important asset in the future development of the downtown

Saginaw. It will also afford financial incentives for the adaptive re-use and development of the historic resource.

A public hearing was held in City Council Chambers on June 8th, 2022, by the Historic District Study Committee. There were no public comments made.

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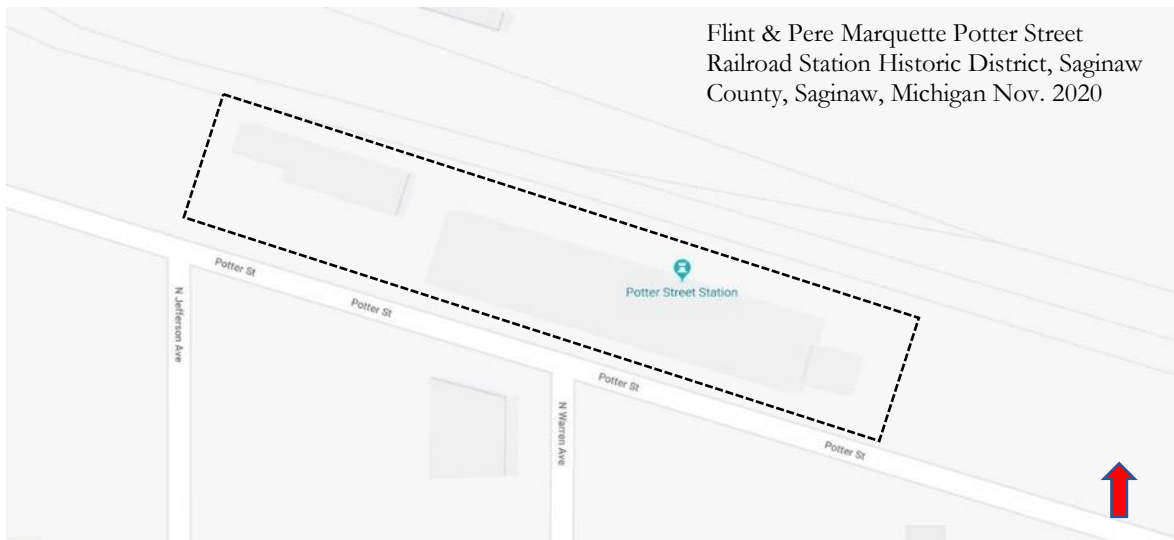
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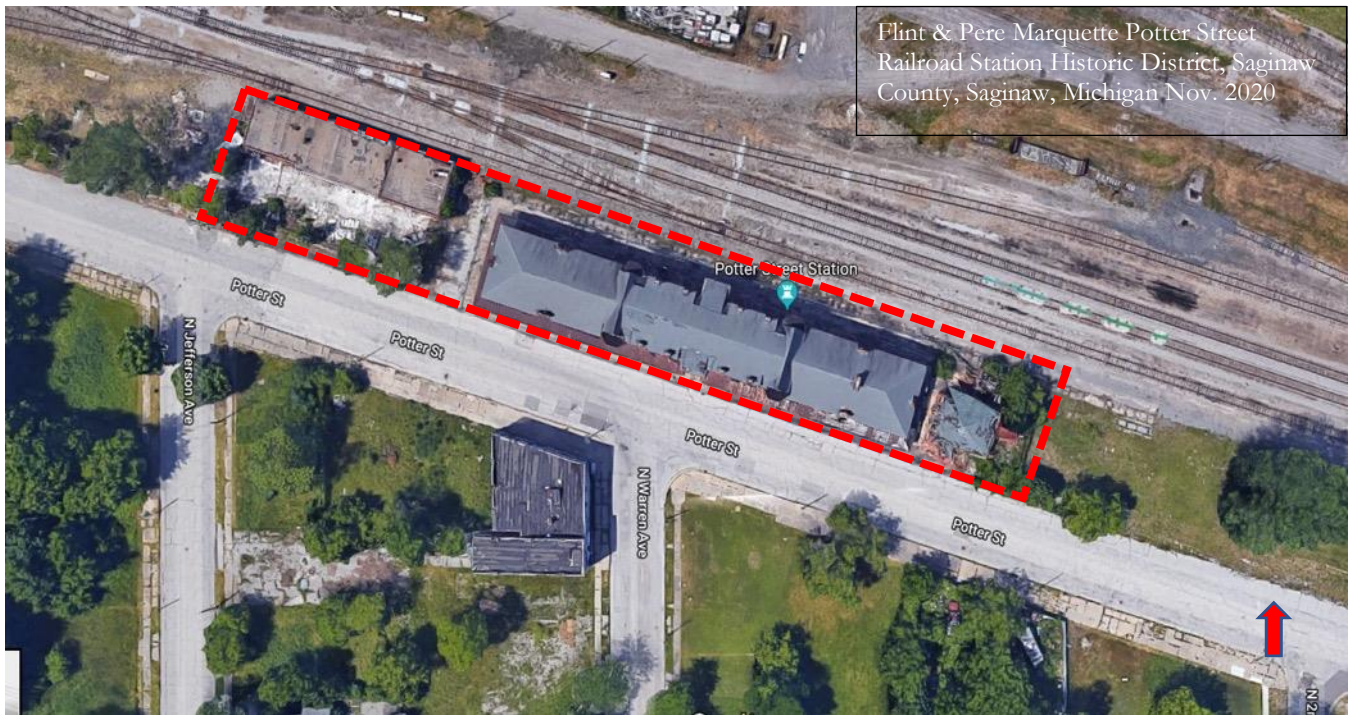
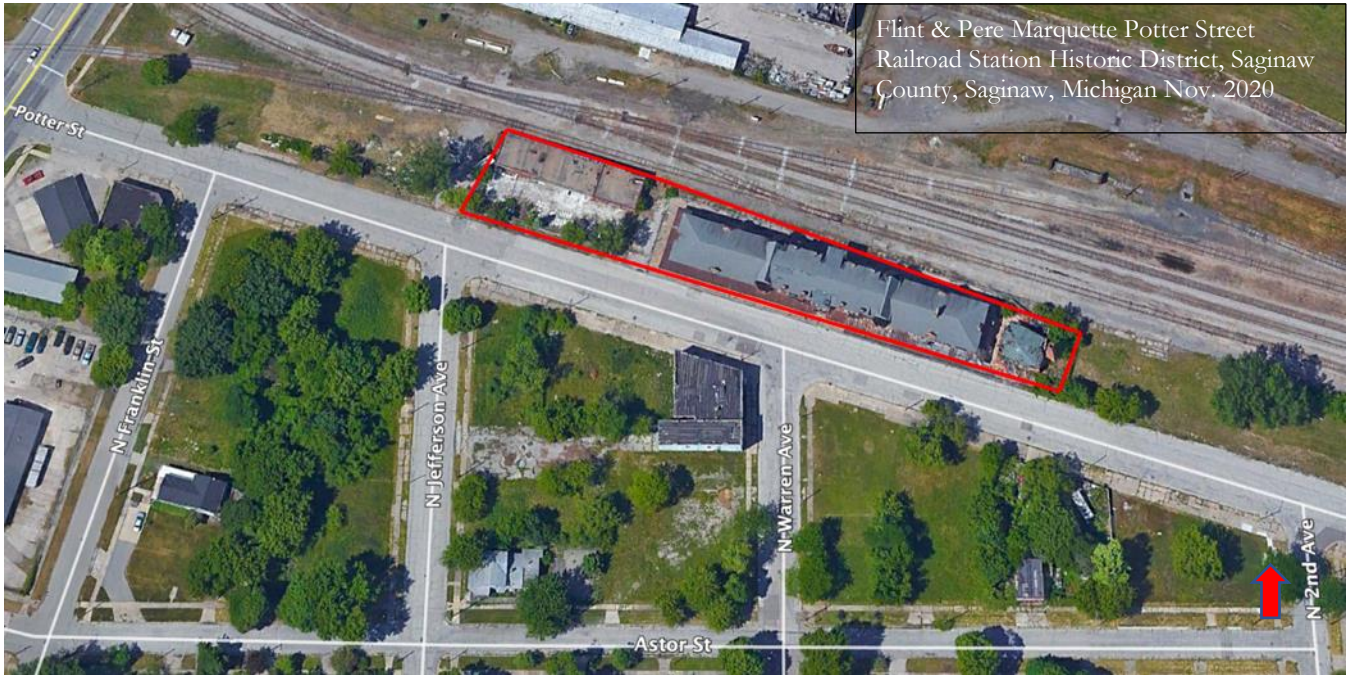
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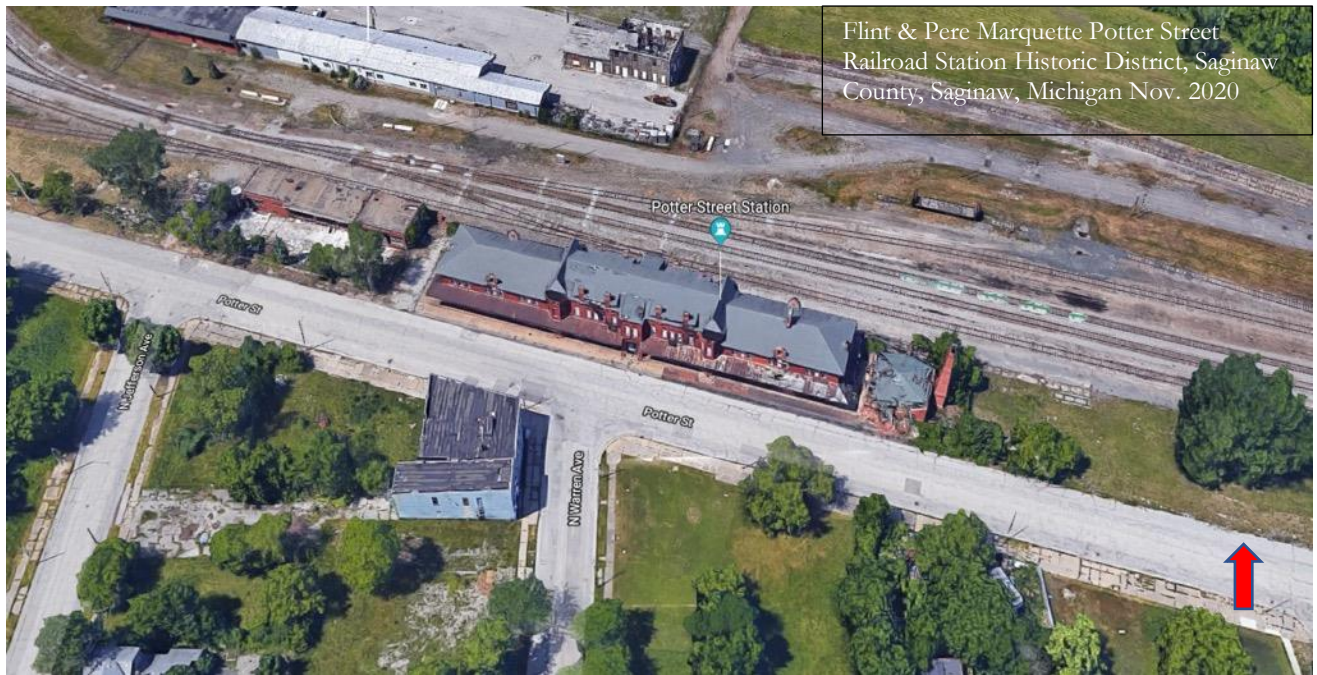
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Pere Marquette Historical Society
PO Box 233, Perry, Michigan 48872
<https://www.pmhistsoc.org/index.html>

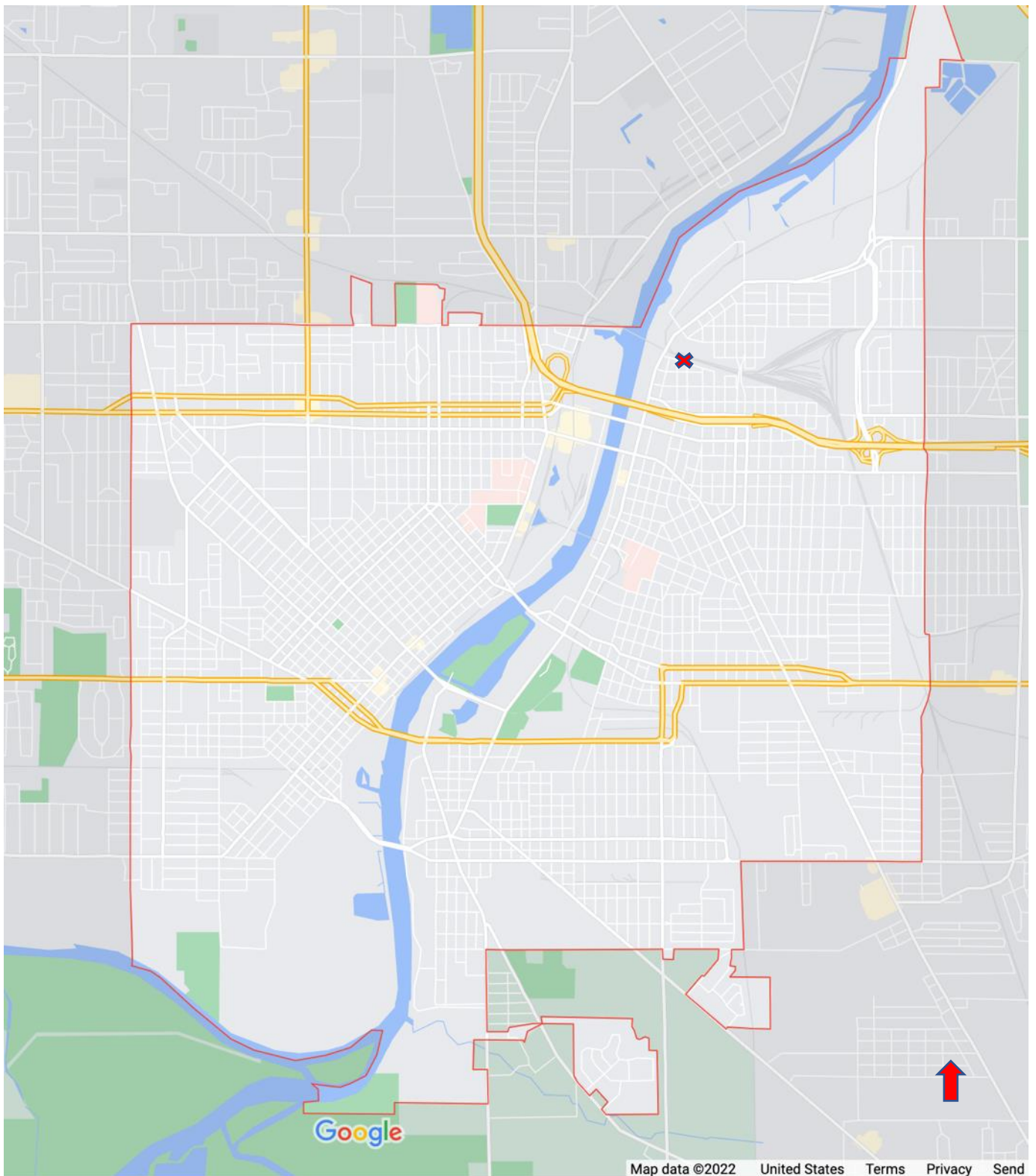
Maps of Proposed Flint & Pere Marquette Potter Street Railroad Station Historic District







City of Saginaw – City Boundary
Pere Marquette Potter Street Depot Location



Historic Views

Looking east along Potter Street from N. Jefferson Ave.



Streetscapes of Proposed District

Historic Views: Looking east at Rail yard with station from Washington Ave.
1880's



1920's view looking east along Potter Street from N. Jefferson Ave.



Potter Street, looking east from North Jefferson Avenue. 1920's.



Contemporary Views

Looking west along Potter Street from N. 3rd Street. 2019



Contemporary Views

Street side (Potter Street) views of station. 2020



Trackside views of station.





Metal threshold for each door into the station emblazoned with the Pere Marquette insignia/logo.

Architectural views and details.









Street side (Potter Street) views of 1956 REA Warehouse looking north. 2021





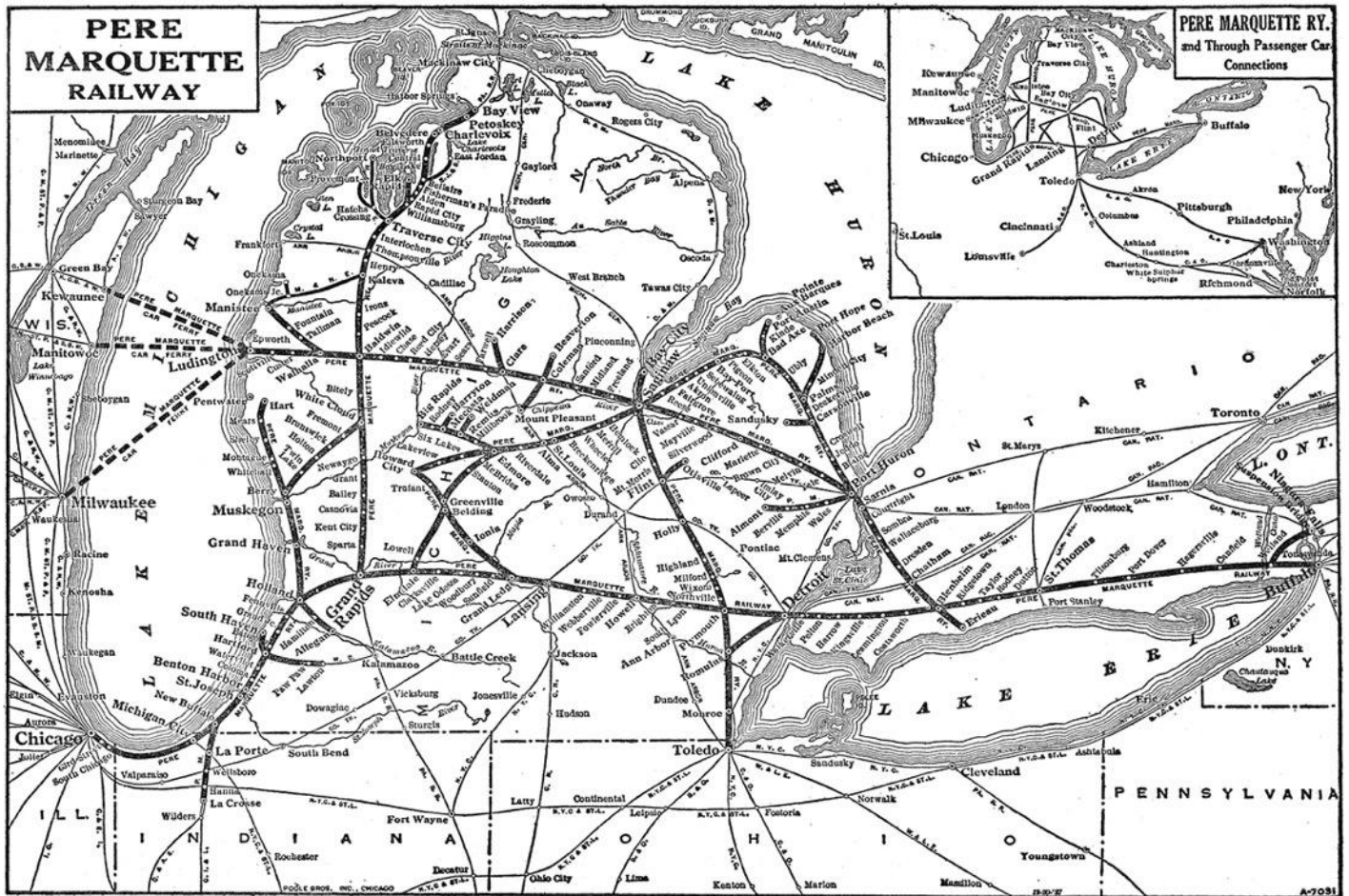
Track side views of 1956 REA Warehouse looking east. 2021



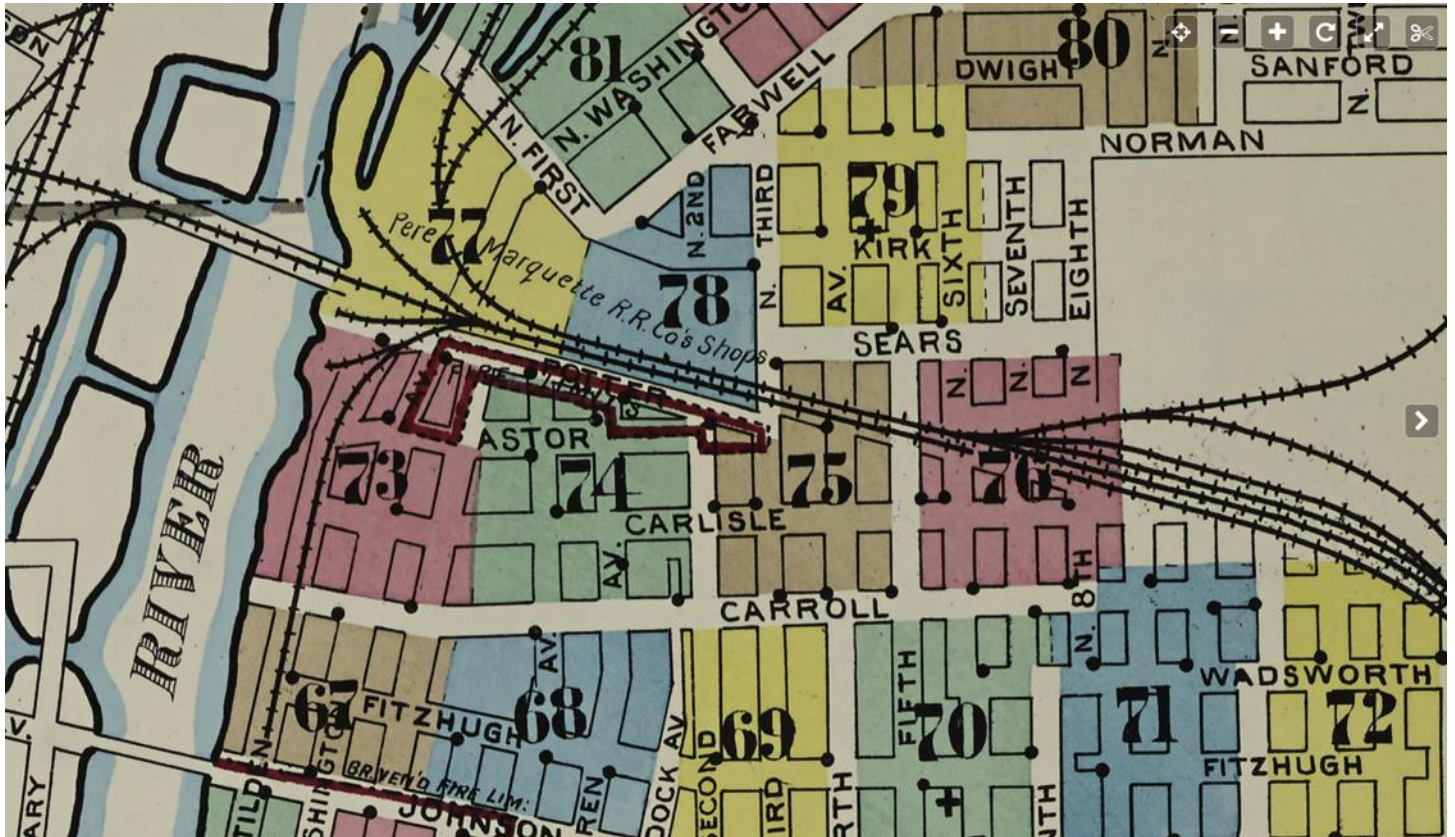
Saginaw Served as the Spoke and Wheel of Rail Traffic for much of Northern Michigan



1937 System Map Pere Marquette Railroad



Sanborn Fire Map
Pere Marquette Rail Yards
1901



Sanborn Fire Map
Pere Marquette Rail Yards and Passenger Station
1901



Flint & Pere Marquette Railroad
Pere Marquette Railroad
Misc. Historical Documents

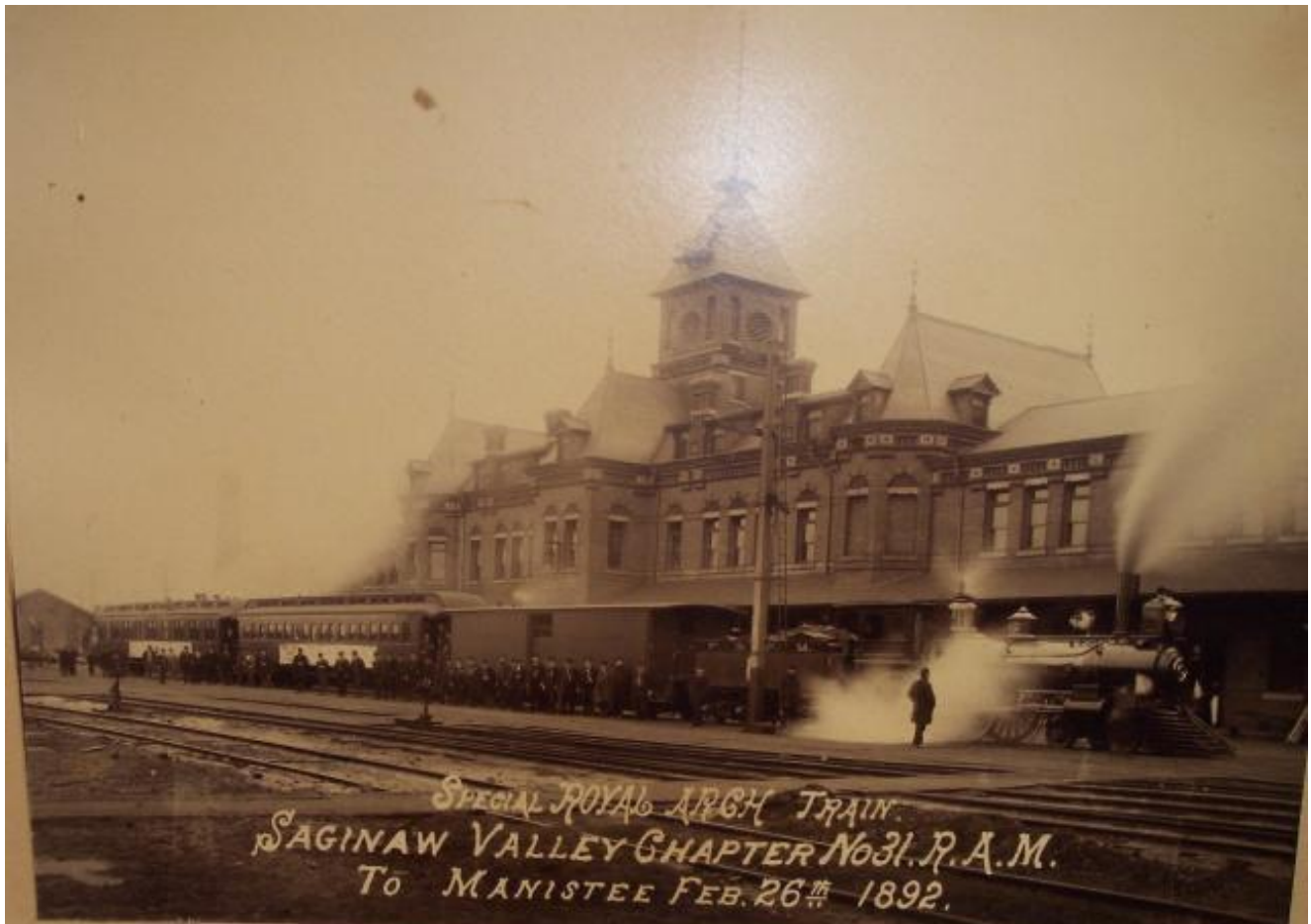
PERE MARQUETTE

Flint & Pere Marquette Railroad Co.
OFFICE OF GENERAL SUPERINTENDENT.
Saginaw, E. S., Mich. Apr 17th 1893

C.D. Danaher
Marquette I.

I don't see how it will be possible
to furnish you a second train
before middle or last of May. Where
is it to run.

H. P. Patton



Pere Marquette Station and Rail Yards/Switch Tower 1880



Pere Marquette Station Trackside circa 1940



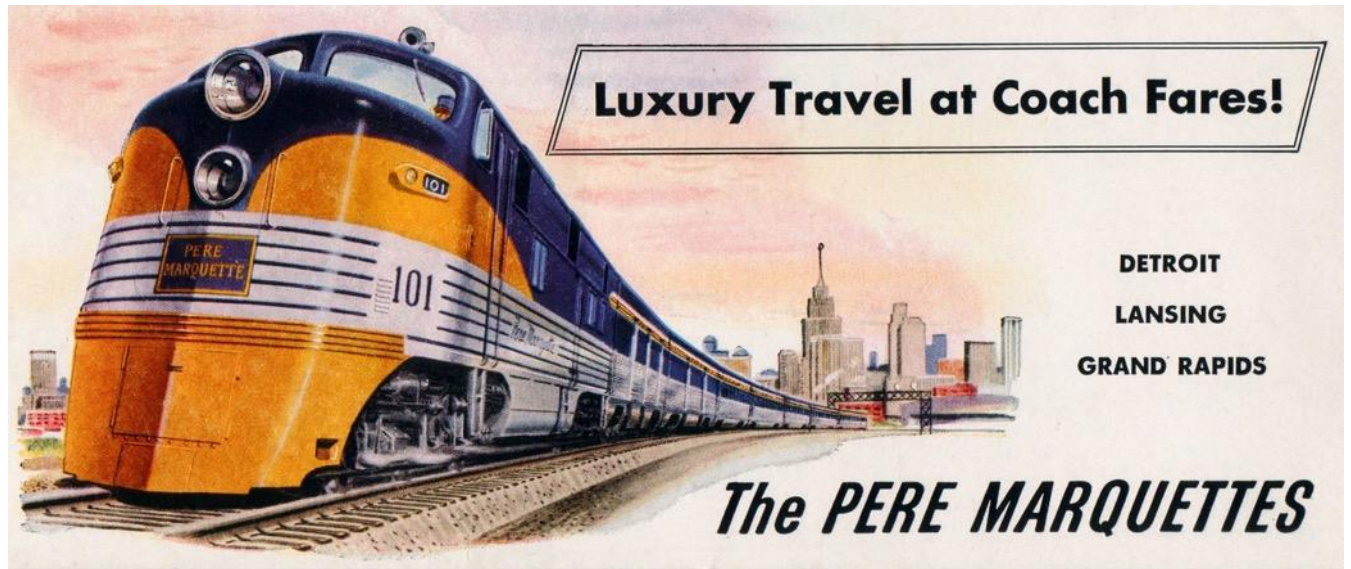
Pere Marquette Station Trackside circa late 1930's



Pere Marquette Station Tracksides circa 1959







1930's Pere Marquette Streamliner



454

PERE MARQUETTE

PASSENGER AND FREIGHT AGENCIES—Continued from preceding page

Ludington, Mich.—Phone 114—
D. R. RATHACK, Gen. Agt., Pas. Dept.
Memphis 3, Tenn.—1430 Exchange Building—
Telephone 8-8942—
ED. W. LAMBERT, General Agent.
Milwaukee 2, Wis.—526-532 Grain and Stock
Exchange.
L. P. MESSMORE, Asst. Gen. Pas. Agent.
Tel. Marquette 3458—C. H. JENS, Gen. Agt.
Minneapolis 1, Minn.—1122 Metropolitan Life
Building—Telephone Main 4877—
H. F. WALTER, General Agent.
New York 7, N.Y.—Woolworth Building, 233
Broadway—Tel. Worth 2-3400—
AUBREY O'HERRON, General Eastern Agent.
W. R. RHODES, Gen. Eastern Passenger Agt.

Philadelphia 2, Pa.—902 Girard Trust Co. Bldg—
Telephone—Bell-Residence 6797.
O. W. HARRIS, General Agent.

Pittsburgh 19, Pa.—2220 Koppers Building—
Telephone Atlantic 4750-4751—
T. A. BURTIS, General Agent.

Saginaw 6, Mich.—Potter St. Sta.—Tel. 6171—
J. E. CLARK, Division Freight Agent.

St. Louis 3, Mo.—Room 1203,
1218 Olive Street—Tel. Main 5254—
C. W. BRANDENBURG, General Agent.

San Francisco 4, Cal.—409-10 Robert Dollar
Building—Telephone Exbrook 4771—
C. L. BROWN, General Agent.

Seattle 7, Wash.—4418 White Bldg.—Tel. Elliot 6110—
R. H. WEBB, General Agent.

Toledo 4, O.—221 Me. Clair St.—Tel. Adams 3510—
C. CURTISS, Pas. Service & Ticket Agent.
555 Spital Bldg., 525 Madison St—
Tel. Adams 1297-1298—
L. J. BYRNE, General Agent.
Toronto 1, Ont.—1104 Canadian Pacific Build-
ing, 69 Yonge Street—
Telephone Waverly 1583—
F. R. YEALLAND, General Agent.
Washington 5, D. C.—809 15th Street, N.W.—
Telephone National 5633—
W. P. WALKER, District Passenger Agent.
J. B. EDMUNDS, Asst. Gen. Freight Agent.
C. G. WHITE, General Agent.
Wilmington, N. C.—504 Murchison Bldg—
Tel. 765—J. A. BYRNE, Gen. Agt.
Winston-Salem 3, N. C.—
618 Reynolds Building—Tel. 6553—
C. E. MATTHIAS, General Agent.

* Table 1—CHICAGO, ST. JOSEPH, MUSKEGON AND GRAND RAPIDS.

	2	8	△	M.	January 1, 1945.	△3	5	5	7	
P.M.	P.M.	A.M.	A.M.	...	(Gd. Cent. St.) (Cont. time.)	P.M.	P.M.	P.M.	A.M.	
11:30	5:15	12:00	0	...	+ Chicago (C.S. & O. Sta.)	4:20	8:45	9:45	6:40	
11:55	5:38	12:23	9	...	+ Chicago (C.S. & O. Sta.)	3:55	8:20	9:20	6:10	
12:15	5:56	12:43	18	...	South Chicago (C.S. & O. Sta.)	3:35	7:58	8:58	5:45	
12:45	6:18	1:13	59	...	+ Michigan City	3:24	7:44	8:44	5:35	
				...	(Eastern time.)					
2:30	8:00	1:45	69	...	+ New Buffalo	3:26	7:55	8:55	5:20	
				...	Union Pier					
				...	Lakeside					
				...	Sawyer					
				...	Bridgman					
				...	Stevensville					
3:09	8:31	2:19	96	...	+ St. Joseph	2:52	7:21	8:21	4:42	
3:29	8:41	2:28	08	...	+ Benton Harbor	2:43	7:12	8:12	4:30	
3:39			104	...	Riverside					
3:47		2:43	107	...	+ Coloma				3:59	
3:55	8:59	2:48	110	...	+ Watervliet	2:21	6:52	7:52	3:55	
4:13		2:56	115	...	+ Hartford	2:13		6:44	3:38	
4:30			120	...	+ Macleod				3:27	
4:39	9:16	3:10	126	...	+ Bangor	2:00	6:34	7:34	3:18	
4:43			131	...	Breedsville					
4:54			136	...	+ Grand Junction				3:00	
			138	...	Pullman				2:47	
			139	...	+ Bravo				2:39	
5:05	9:40	3:36	144	...	+ Fennville	1:35	6:08	7:08	2:30	
			148	...	+ New Richmond				2:16	
			151	...	+ East Saugatuck				2:06	
5:28	10:07	4:02	159	...	arr. + Holland & lve.	1:10	5:42	6:42	1:50	
7:00	10:03		180	...	+ Grand Haven		4:36	5:41	12:23	
7:40	10:45		193	...	arr. Muskegon lve.		4:10	5:15	*1:55	
5:45	10:07	4:07	159	...	lve. + Holland	1:05	5:39	6:39	1:30	
5:57			161	...	+ Zealand				1:17	
6:01			173	...	Hudsonville				1:05	
6:23			178	...	Grandville					
6:40	10:45	4:50	184	...	+ Grand Rapids	1:23	5:50	6:50	*1:30	
				...	ARRIVE					
				...	LEAVE					
				...						

For Service between Grand Rapids, Traverse City, Petoskey and Bay View, see Table 6.

Table 2—TOLEDO, DETROIT, LANSING AND GRAND RAPIDS.

			7	3	Mis.	January 1, 1945			4	6	18	
		A.M.			LVE.	(East time)	ARR.	P.M.	A.M.			
		10:05			+	Toledo.	6	720	*115			
		8:00			arr.	Detroit.	lve.	540	1145			
	P.M.	A.M.			lve.	(Fort St. Sta.)	arr.	P.M.	P.M.	A.M.		
	*515	1835		o	+	Detroit	6	415	850	8:00		
				13		Oak.						
				14		Beech.						
	550	1010		4	+	Plymouth	6	338	815	*725		
				31		Salem				A.M.		
				36	+	South Lyon.						
		y		45	+	Brighton.		312				
		y		54	+	Howell.		257	4			
		y		62	ARRIVE	Fowlerville.		247				
				68		Webberville.						
		y		73	+	Williamston.		1232				
				77		Meridian						
				81		Okemos.						
				85		Trowbridge						
	713	1040		87	+	Lansing		212	654			
				94		Delta						
	730	1057		99	+	Grand Ledge		147	*631			
				107		Mulliken						
				112		Sunfield						
				116		Woodbury						
	#754	1127		120	+	Lake Odessa		122	eh			
				126		Clarksville						
				130		Elmdale						
				137		Alto						
				134		McCord						
	835	1210		152	ar. +	Grand Rapids (M.T.)	lv.	11240	*530			
	1230	1230			lv.	Grand Rapids (E.T.)	ar.	P.M.	1450			
	640	420			+	Chicago (C.T.)	6		TRUCK			
	A.M.	P.M.			ARRIVE	[LEAVE]			A.M.			

FOREIGN REPRESENTATIVES.

BIRMINGHAM, ENGLAND—13 Corporation Street—
MAURICE G. COOKE, General Agent.
GLASGOW, SCOTLAND—82 Mitchell Street—
W. S. THOMSON, General Agent.
LIVERPOOL, ENGLAND—10 Victoria Street—
A. G. TAYLOR, General Agent.
LONDON, ENGLAND—88 Leadenhall Street, E. C. 3—
D. S. DEANS, General Continental Agent.
PETER BUSWELL, General Agent.

EQUIPMENT—Table No. 1.

CHICAGO-GRAND RAPIDS.

Nos. 3, 5, 6 and 8.

**Pullman Parlor and Dining Cars,
Coaches.**

No. 2—NIGHT EXPRESS.

Sleeping Cars—
Chicago to Grand Rapids—(14-Sections). (Car 21.)
May be occupied at Grand Rapids until 8:30 a.m., E. T.
Chicago to Grand Rapids- Traverse City-Petoskey—(8-Sections,
3 Double Bedrooms, 1 Drawing-room). (Car 22.)
Daily, except Saturday, from Chicago. Saturdays operates
to Grand Rapids only.
Chicago to Muskegon—(12-Sections, 1 Drawing-room).
(Car 22A.)
May be occupied until 9:00 a.m., E. T.
All Sleepers will be ready at Chicago at 9:00 p.m., C. T.
Coaches—Chicago to Grand Rapids.
Grand Rapids to Petoskey.

No. 7—NIGHT EXPRESS.

Sleeping Cars—
 Grand Rapids to Chicago—(14 Sections). (Car 72.)
 Ready at 10 00 p.m., E. T.
 Petoskey-Traverse City-Grand Rapids to Chicago—(8 Sections, 3 Double Bedrooms, 1 Drawing-room). (Car 72.)
 Daily, except Sunday, from Traverse City. Sunday
 nights operates Grand Rapids to Chicago.
 Muskegon to Chicago—(12 Sections, 1 Drawing-room).
 (Car 28.)
 Sleepers will be ready at 10 00 p.m., E. T. *
 All Sleepers may be occupied at Chicago until 7 15 a.m., C.T.
 Coaches—Petoskey to Grand Rapids,
 Grand Rapids to Chicago.

EQUIPMENT—Table No. 2.

DETROIT-GRAND RAPIDS.

Nos. 3, 4, 6 and 7.

Pullman Parlor and Dining Cars.
Coaches.

EXPLANATION OF SIGNS.

* Daily, † daily, except Sunday; ‡ daily, except Saturday; § daily, except Monday; ¶ Sunday only; / stops on flag to take or leave passengers; \ stops on signal to leave revenue passengers from Grand Rapids and Muskegon or beyond or to take revenue passengers for South Chicago, 63d Street or Chicago; ⚡ Saturday only; ⚡ stops to take paying passengers for Lansing or scheduled stopping points beyond; ⚡ stops to leave paying passengers from Lansing or scheduled stopping points beyond; ⚡ stops to take revenue passengers for Chicago; / Stops to receive or discharge revenue passengers. • Will run May 30, June 3, 4, Labor Day, Thanksgiving, Christmas or New Year. • ⚡ on signal to take or leave revenue passengers for or from Grand Rapids or beyond. • Will also run May 30, July 4, Labor Day, Thanksgiving, Christmas and New Year's. • No baggage checked to or from Michigan City on trains No. 3 and 6. • ⚡ stops to leave pay passengers from Chicago. • Stops Sunday to leave passengers from Grand Rapids and beyond or to take passengers for Detroit. • ⚡ stops to leave passengers from Detroit. • ⚡ stops to leave revenue passengers from Grand Rapids or beyond, and to take for Detroit and beyond. • Meals.

• Coupon stations; ⚡ Telegraph stations.

PERE MARQUETTE

PERE
MARQUETTE

Table 5—TOLEDO, DETROIT, SAGINAW, BAY CITY,
LUDINGTON, MANISTEE.

35	19	47	31	Mls.	January 1, 1945.	34	20	46	38
<i>(Eastern time.)</i>									
PM AM	PM AM	PM AM	PM AM		LVE. (Union Sta.) ARR.	PM PM PM	PM PM PM	PM PM PM	PM AM
*555	*635	*605	*550		o + Toledo	433	700	*720	15
632	6710	644	629	14	+ Erie				
				24	+ Monroe	353	8622	640	
				34	+ Carleton				
725	805	*800	730	41	+ New Boston				
PM AM	PM AM	PM AM	PM AM	64	+ Detroit	*300	*530	*540	*145
					ARRIVE (LEAVE)				
101		103						104	106
AM		AM			<i>(Eastern time.)</i>			PM	PM
*1210		1900			o lve. Detroit		1430		925
1250		936		24	+ Plymouth		353		850
106		946		28	+ Northville		344		838
		953		32	+ Novi		336		
133		959		36	+ Wixom		328		
141		1008		42	+ Milford		320		821
147				45	+ Highland				
153				49	+ Clyde				
208		1030		57	+ Rose Center				757
226				66	+ Holly		256		
300		1105		74	+ Grand Blanc		245		
325				81	+ Flint		227		727
333				85	+ Mount Morris		200		
343				91	+ Clio		152		
420		1155		97	+ Birch Run		144		
435				107	arr. Saginaw		125		630
454		1205		107	lve. Saginaw		115		615
*515		1222		117	arr. South Bay City		1258		658
AM		1240		119	arr. Bay City		1240		*540
					ARRIVE (LEAVE)				
1					o lve. Bay City				6
1645				12	lve. Saginaw		125		1540
704				23	+ Freeland		152		1522
730				33	+ Midland		505		505
743				44	+ Sanford		1442		1442
1753				47	+ North Bradley		1434		1434
808				53	+ Coleman		426		426
832				59	+ Clare		409		409
840				68	+ Farwell		403		403
850				75	+ Lake		350		350
				81	+ Chippewa				
908				85	+ Sears		335		335
916				88	+ Ewart		328		328
930				98	+ Hersey		314		314
935				102	+ Reed City		308		308
951				108	+ Chase		1253		1253
1956				112	+ Nirvana		1247		1247
1000				115	+ Idlewild				
1010				120	arr. Baldwin		220		220
1240					+ Manistee (M. & N. E.)				
PM					ARRIVE (LEAVE)				
1030				120	lve. Baldwin		220		220
1042				129	+ Branch		208		208
1049				133	+ Walhalla		202		202
1057				138	+ Custer		153		153
1105				147	+ Scottville		144		144
1120				150	arr. Ludington		1130		1130
AM				151	+ Ludington (Dock)				
					ARRIVE (LEAVE)				
					<i>(Eastern time.)</i>				

Table 6.
GRAND RAPIDS, TRAVERSE CITY,
PETOSKEY AND BAY VIEW.

101	Mls.	January 1, 1945.	106
<i>(Central time.)</i>			
PM		LEAVE	ARRIVE AM
1130		+ Chicago	1640
PM		<i>(Eastern time.)</i>	
4555		lve. + Toledo	
AM		<i>(Eastern time.)</i>	
1210		lve. + Detroit	
PM		<i>(Eastern time.)</i>	
1740		ARRIVE	ARRIVE PM
802		+ Grand Rapids	1120
		+ Comstock Park	
8		+ Alpine	
821		+ Sparta	1104
831		+ Kent City	11032
838		+ Casnovia	
845		+ Bailey	
853		+ Grant	11012
906		+ Newaygo	11001
920		+ White Cloud	944
958		+ Brohman	
957		+ Bitley	1917
1015		arr. + Baldwin	900
1120		+ Ludington	1130
AM		ARRIVE	LEAVE PM
1030		lve. Baldwin	845
82		+ Wolf Lake	
85		+ Peacock	1826
1108		+ Irons	1816
1108		+ Wellston	1809
1122		+ Brethren	1751
1140		+ Kaleva	744
1240		+ Manistee (M. & N. E.)	1615
PM		ARRIVE	LEAVE PM
1200		+ Thompsonville	721
1216		+ Bendon	1702
1224		+ Interlochen	656
1231		+ Grawn	
1246		arr. + Traverse City	630
101		lve. + Traverse City	630
120		+ Williamsburg	558
135		+ Rapid City	543
142		+ Alden	537
201		+ Bellaire	520
325		+ E. Jordan (E. & S.)	11225
PM		ARRIVE	LEAVE PM
212		+ Central Lake	506
223		+ Ellsworth	454
229		+ Belvedere	
247		+ Charlevoix	435
1302		+ Bayshore	1415
320		arr. + Petoskey	1400
PM		ARRIVE	LEAVE PM
226		+ Bay View	
		<i>(Eastern time.)</i>	

EQUIPMENT—Table No. 5

TOLEDO-DETROIT. (For equipment, see page 456.)
Trains Nos. 101, 103, 104 and 106—Between Detroit, Saginaw
and Bay City—Coaches.

EQUIPMENT—Table No. 6

No. 101—Sleeping Cars—Chicago to Grand Rapids—Traverse City—Petoskey—(8-sec. 3 Dble. Bedrooms, 1-D.R.). (Car 22.) Grand Rapids to Petoskey—Coaches.
No. 106—Sleeping Cars—Petoskey—Traverse City—Grand Rapids to Chicago—(8-sec. 3 Dble. Bedrooms, 1-D.R.). (Car 72.) Petoskey to Grand Rapids—Coaches.

EXPLANATION OF SIGNS.

- * Daily; † daily, except Sunday; ‡ daily, except Saturday; § daily, except Monday; ¶ Sunday only.
- a Passengers must disembark not later than 500 a.m. (E. T.).
- b Stops on flag to pick up passengers for points beyond Toledo.
- c Stops to leave passengers from Detroit.
- d Stops on request to let off passengers from Willard, O., or beyond.
- e Stops on flag to take on or leave passengers.
- f Stops on flag to pick up passengers only.
- g Saturday only.
- h Passengers must disembark not later than 630 a.m. (E. T.).
- i Passengers and autos loaded only at Maple Street for the 430 a.m. and 800 p.m. departures.
- j Passengers and autos loaded only at Jones Island for the 1200 noon and 700 p.m. departures.
- k Daily, except Saturday, connection via Baldwin.
- l Daily, except Sunday, connection via Baldwin.
- m Meals.
- + Coupon stations.
- δ Telegraph stations.

Table 5a—CAR FERRY SERVICE
Carrying Freight, Passengers, Automobiles and Motorcycles
Between
LUDINGTON AND MANITOWOC.

*530 PM	*700 AM	lv. Ludington (E.T.)	arr. 430 PM	830 AM
830 PM	1000 AM	arr. Manitowoc (C.T.)	lv. 1130 AM	*1000 PM

LUDINGTON AND MILWAUKEE.

PM	PM	AM	AM	LEAVE	ARRIVE	Noon	PM	PM	AM	AM
*845	*100	*830	*415			1200	715	830	375	
200		230						*700		
AM	630 PM	945				430			*800	

LUDINGTON AND KEWAUNEE.

750 AM	lv. Ludington (E. T.)	arr. 300 AM
830 AM	arr. Keweenaw (C. T.)	lv. 1930 PM

Commodious cabin and stateroom accommodations. Meal service.
Unless otherwise indicated, passengers must disembark on arrival and cannot board boats until 30 minutes before leaving time. Those with autos must be at the dock at least 30 minutes before scheduled sailing time.
On account of conditions due to the war, reservations for automobiles should be made in advance.
Above schedules subject to weather conditions.

**PERE
MARQUETTE**

PERE MARQUETTE

Table 7.
DETROIT, TOLEDO, AKRON, PITTSBURGH, WASHINGTON,
PHILADELPHIA AND NEW YORK, VIA B. & O. R. R.

	38-57-8	20	January 1, 1945.	9-58-31	19	7-56-35	
	P M	P M	Eastern Standard time.	A M	A M	P M	
.....	*1145	*530	lve. Detroit.....	730	805	725	.....
.....	-	-	622 lve. Monroe.....	629	670	632	.....
.....	115	700	arr. Toledo.....	550	635	555	.....
.....	220		arr. Deshler.....	440		8200	.....
.....	615	1025	arr. Akron.....	1230	305	1022	.....
.....	720	1130	arr. Youngstown.....	1110	-	918	.....
.....	850	100	arr. Pittsburgh (P. & L. E. Sta.) lve.	930	1248	745	.....
.....	438	825	arr. Washington.....	100	540	1159	.....
.....	542	930	arr. Baltimore.....	*1200	435	1049	.....
.....	752	1207	arr. Philadelphia.....	Noon	222	849	.....
.....	954	210	arr. New York.....	*1222	*645		.....
.....	P M	P M	(Jersey City)	.....	P M	P M	.....

EQUIPMENT

All regularly assigned equipment is Air-conditioned.
THE AMBASSADOR—Trains 20 and 19. Daily. Diesel-Electric between Detroit and Washington. Between Detroit and Baltimore—Sleeping Cars, (Sections, Compartments, Drawing-rooms, Double Bed-room, Roomettes), Buffet, Dining Car, Individual Reclining Seat Coach.
Trains 38-57-8 and 7-56-35. Daily. Detroit to Deshler—Sleeping Cars and Coaches. Between Deshler and New York—Sleeping Cars (Sections, Compartments, Drawing-rooms, Bedrooms), Dining Car service, Coach-Buffet and Individual Reclining Seat Coach. Deshler to Detroit—Drawing-room Parlor Car, Dining Car, Individual Seat Coach.
Train 9-58-31. Daily. Washington to Deshler—Sleeping Car (12-Section, Drawing-room), Individual Seat Coach and Dining Car Washington to Pittsburgh. Deshler to Detroit—Sleeping Car (8-Section, Buffet) and Individual Reclining Seat Coach-Buffet.

Table 9—DETROIT, TOLEDO AND COLUMBUS.
Via Chesapeake & Ohio Ry.

No. 46	Mls.	January 1, 1945.	No. 47	
.....		(Fort Street Union Depot.)	.....
.....	*540 P M	lve. + Detroit (E. T.) arr.	800 A M	.....
.....	720 P M	643 arr. + Toledo (E. T.) lve.	605 A M	.....
.....	735 P M	643 lve. + Toledo (E. T.) arr.	550 A M	.....
.....	821 P M	643 lve. Fostoria.....	502 A M	.....
.....	840 P M	1134 lve. Carey.....	4433 A M	.....
.....	855 P M	1232 lve. Upper Sandusky.....	422 A M	.....
.....	923 P M	1415 lve. Marion.....	357 A M	.....
.....	1027 P M	1873 arr. Columbus (E. T.) lve.	*252 A M	.....
.....		(Union Depot.)	.....

Table 10—THE SPORTSMAN.

No. 46	Mls.	January 1, 1945.	No. 47	
.....		Eastern Standard time.	.....
.....	*540 P M	lve. Detroit.....	800 A M	.....
.....	735 P M	lve. Toledo.....	(C. & O. Ry.) arr.	550 A M
.....	821 P M	lve. Fostoria.....	" arr.	502 A M
.....	923 P M	lve. Marion.....	" arr.	357 A M
.....	*550 P M	lve. Cleveland.....	(N. Y. Central) arr.	640 A M
.....	*1050 P M	lve. Columbus.....	(C. & O. Ry.) arr.	*227 A M
.....	115 A M	arr. Ashland.....	"	1159 P M
.....	1205 A M	arr. Huntington.....	"	1125 P M
.....	1317 A M	arr. Charleston.....	"	1014 P M
.....	*537 A M	arr. Hinton.....	"	750 P M
.....	700 A M	arr. White Sulphur Springs	"	633 P M
.....	735 A M	arr. Covington.....	"	555 P M
.....	755 A M	arr. Clifton Forge.....	"	530 P M
.....	Note A	arr. Virginia Hot Sp'gs (C. & O. Ry.) lve.	Note D	
.....	1035 A M	arr. Charlottesville.....	(C. & O. Ry.) lve.	235 P M
.....	120 P M	arr. Richmond.....	"	1135 A M
.....	345 P M	arr. Newport News.....	"	923 A M
.....	445 P M	arr. Phoebus.....	"	845 A M
.....	455 P M	arr. Norfolk.....	"	*820 A M

EQUIPMENT

All regularly assigned equipment is Air-conditioned.
THE SPORTSMAN—Trains 46 and 47. Daily. Between Detroit and Phoebus, Va.—Sleeping Car (12-Section, Drawing-room) and Dining Car service. Between Detroit and Phoebus, Va.—Individual Reclining Seat Coach. Between Cleveland and Charlottesville—Sleeping Car (6-Section, 1-Drawing-room, 2-Compartment, 2 Double Bedrooms). Toledo and Columbus to Huntington—Charleston and Hinton—Sleeping Car (12-Section, Drawing-room), may be occupied at Huntington until 650 a.m., leaves there in Train 14 at 655 a.m., arrives Charleston 830 a.m., Hinton 105 p.m. Hinton to Columbus—Sleeping Car (12-Section, Drawing-room), may be occupied at Columbus until 800 a.m.

Note A—Toledo and Columbus to Huntington—Charleston—Hinton sleeper may be occupied at Huntington until 650 a.m., and arrives Charleston 830 a.m., Hinton 105 p.m., on No. 14.

Note B—On request to C. & O. conductor passengers holding tickets from Thurmond and west, reading to Virginia Hot Springs will be furnished with ticket covering limousine service from Covington at no extra charge.

Note C—On request at Virginia Hot Springs, passengers holding tickets to Thurmond and west will be furnished ticket covering limousine service to Covington at no extra charge.

Table 8.
DETROIT, TOLEDO, DAYTON, CINCINNATI, LOUISVILLE,
VIA B. & O. R. R.

38-57	34-53	January 1, 1945.	54-35	58-31
*1145 P M	*300 P M	lve. Detroit (E. T.).....	725 P M	*930 A M
-	353 P M	lve. Monroe (E. T.).....	632 P M	629 A M
115 A M	433 P M	arr. Toledo (E. T.).....	555 P M	550 A M
220 A M	530 P M	arr. Deshler (E. T.).....	452 P M	440 A M
315 A M	612 P M	arr. Lima (E. T.).....	408 P M	325 A M
-	656 P M	arr. Sidney.....	319 P M	230 A M
-	709 P M	arr. Tiqua.....	301 P M	213 A M
440 A M	724 P M	arr. Troy.....	250 P M	156 A M
513 A M	752 P M	arr. Dayton.....	225 P M	125 A M
-	825 P M	arr. Middletown.....	155 P M	-
*605 A M	845 P M	arr. Hamilton (E. T.).....	140 P M	*1235 A M
1100 A M	.....	arr. Indianapolis (C. T.).....	.....	1440 P M
*700 A M	935 P M	arr. Cincinnati (Cent. Un. Sta.) (E. T.) lve.	1255 P M	*1145 P M
*1015 A M	.....	arr. Louisville (C. T.).....	*830 A M	*700 P M

EQUIPMENT

All regularly assigned equipment is Air-conditioned.

Trains 34-53 and 54-35. Daily. Between Detroit and Cincinnati—Drawing-room Parlor Car, Dining Car and Individual Seat Coach. Louisville to Cincinnati—Parlor Dining Car and Individual Seat Coach.

Trains 38-57 and 58-31. Daily. Between Detroit and Louisville—Sleeping Car (8-Section, Buffet) and Reclining Seat Coach (Buffet). Between Detroit and Cincinnati—Sleeping Car (12-Section, Drawing-room), ready at Detroit 1000 p.m., at Cincinnati 930 p.m.; may be occupied at Cincinnati until 730 a.m. Between Detroit and Dayton—Sleeping Car (12-Section, Drawing-room), ready at Detroit 1000 p.m., at Dayton 930 p.m.; may be occupied at Dayton until 730 a.m.

Table 11.
CHICAGO, HOLLAND AND MUSKEGON.

203	201	M	January 1, 1945.	No. 206	No. 208
.....	P M	P M	(Cent. time.)	P M	P M
.....	*151	*130	lve. Chicago (Grand Cent. Sta.)	845	945
.....	*1012	*610	lve. + Holland (E. T.) arr.	515	620
.....	-	-	6 lve. Harlem.....	6	1253 A M
.....	-	-	1633 lve. West Olive.....	6	-
.....	1043	700	21 lve. Grand Haven.....	436	541
.....	1059	725	31 lve. Muskegon Heights.....	420	525
.....	1105	740	34 lve. Muskegon (E. T.).....	410	515
.....	P M	A M	ARRIVE	LEAVE	P M

Table 12.
WALKERVILLE AND CHATHAM.

18-19	Mls.	January 1, 1945.	16-17	
.....	Mixed.	(Eastern time.)	Mixed.	
.....	*245 P M	o lve. + Walkerville.....	120 P M	.....
.....	-	3 lve. + East Windsor.....	-	.....
.....	307	6 lve. Pelton.....	1255	.....
.....	1312	8 lve. Oldcastle.....	1250	.....
.....	1318	11 lve. Paquette.....	1245	P M
.....	345	21 lve. Harrow.....	1143	A M
.....	1352	26 lve. Arner.....	1127	.....
.....	410	30 lve. Kingsville.....	1120	.....
.....	458	34 lve. Ruthven.....	1105	.....
.....	515	38 lve. Leamington.....	945	.....
.....	605	46 lve. Wheatley.....	930	.....
.....	617	53 lve. Coatsworth.....	915	.....
.....	1623	58 lve. Glenwood.....	1900	.....
.....	646	61 lve. Merlin.....	830	.....
.....	745	75 lve. Blenheim.....	800	.....
.....	815	75 lve. Blenheim.....	725	.....
.....	827	79 lve. Fargo.....	713	.....
.....	840 P M	86 lve. Chatham.....	1700	A M

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; a stops on flag to pick up pay passengers for points beyond Toledo; b on Sunday leaves 452 p.m.; c stops on request to let off passengers from Willard, O., or beyond; f stops on flag to take on or leave passengers; k Saturday only; n stops to leave from Washington and east and receive for Toledo and beyond; r stops to leave from Toledo and beyond and to take for Columbus and beyond; s stops to leave from Columbus and beyond and to take for Toledo and beyond; x stops on signal to receive passengers for Lima and stations beyond; z daily, except Sunday and holidays, May 30, July 4, Labor Day, Thanksgiving, Christmas and New Year's. q Runs Sunday and holidays, May 30, July 4, Labor Day, Thanksgiving, Christmas and New Year's. e Hinton-Charleston-Columbus sleeper may be occupied until 800 a.m. d Railway station for Fort Monroe. v Stops on signal to leave passengers from Toledo and stations beyond. † Meals.

+ Coupon stations; § Telegraph stations.

PERE MARQUETTE

PERE
MARQUETTE

Table 13.
SAGINAW AND ELMDALE.

Mls.	STATIONS.	
0	Saginaw	
7	Paines	
17	Hemlock	
22	Merrill	
27	Wheeler	
29	Breckenridge	
36	St. Louis	
40	Alma	
44	Elwell	
49	Riverdale	Freight Service only.
53	Vestaburg	
56	Cedar Lake	
59	Edmore	
63	McBrides	
68	Stanton	
72	Sidney	
81	Greenville	
88	Belding	
92	Smyrna	
97	Moseley	
104	Lowell	
110	Elmdale	

Table 19.
CHATHAM AND SARNIA.

Mls.	STATIONS.	
0	Chatham	
12	Dresden	
17	Tupperville	Freight Service only.
23	Wallaceburg	
31	Port Lambton	
35	Sombra	
43	Courtright	
53	Sarnia	

Table 20.
PORT HURON AND SAGINAW.

Mls.	STATIONS.	
0	Port Huron	
4	Tappan	
7	Wadham	
13	Abbottsford	
17	Avoca	
24	Vale	
29	Melvin	
36	Brown City	
45	Marlette	
50	Clifford	
53	Silverwood	
59	Mayville	
65	Junata	
71	Vassar	
75	Tuscola	
79	Gera	
90	Saginaw	

Table 23.
MUSKEGON AND HART.

Mls.	STATIONS.	
0	Muskegon	
1	North Yard	
5	Berry	
6	Dalton	
10	Lakewood	
14	Whitehall-Montague	Freight Service only.
22	Rothbury	
25	New Era	
29	Shelby	
35	Mears	
39	Hart	

Table 24.
LA CROSSE AND NEW BUFFALO.

Mls.	STATIONS.	
0	La Crosse	
6	Thomaston	
9	Hanna	
15	Wellsboro	
17	Magee	
23	La Porte	Freight Service only.
27	Belfast	
37	New Buffalo	

Table 14—PORT HURON-HARBOR BEACH AND BAD AXE.

Ml.	STATIONS.	
0	Port Huron	
13	Atkins	
15	Blaine	
18	Jeddo	
21	Amadore	
27	Crosswell	
32	Applegate	
38	Carsonville	
43	McGregor	
46	Deckerville	
52	Palms	Freight Service only.
0	Palms	
4	Minden City	
8	Ruth	
12	Helena	
18	Harbor Beach	
26	Port Hope	
52	Palms	
60	Tyre	
63	Ubyly	
70	Bad Axe	

Table 15.
BAD AXE AND SAGINAW.

Ml.	STATIONS.	
0	Bad Axe	
10	Elkton	
15	Pigeon	
22	Bay Port	
31	Sebawaing	Freight Service only.
37	Unionville	
43	Akron	
46	Fair Grove	
51	Gilford	
55	Reese	
68	Saginaw	

Table 16.
GRAND LEDGE AND IONIA.

Ml.	STATIONS.	
0	Grand Ledge	
6	Eagle	
12	Portland	
17	Collins	
21	Lyons	
26	Ionias	

Table 17.
LAKEVIEW AND REMUS.

Ml.	STATIONS.	
0	Lakeview	
6	Six Lakes	
12	Edmore	
21	Blanchard	
23	Millbrook	
27	Remus	

Table 25.
MUSKEGON AND WHITE CLOUD.

Mls.	STATIONS.	
0	Muskegon	
1	North Yard	
5	Berry	
11	Twin Lake	
17	Holton	
20	Brunswick	
22	Reeman	
25	Fremont	
30	Wooster	
36	White Cloud	

Table 27.
PAW PAW AND SOUTH HAVEN.

Mls.	STATIONS.	
0	Paw Paw	
5	Lake Cora	
9	Lawrence	
15	Hartford	
20	Toquon	
23	Covet	
26	Roosevelt Hills	
28	Fruitland	
30	Cableton	
31	South Haven	

Table 28.
ALLEGAN AND HOLLAND.

Mls.	STATIONS.	
0	Allegan	
4	Mill Grove	
8	Dunning	
13	Hamilton	Freight Service only.
17	Fillmore	
23	Holland	

Table 31.
MT. PLEASANT AND COLEMAN.

Mls.	STATIONS.	
0	Mt. Pleasant	
8	Delwin	
15	Coleman	Freight Service only.

Table 32.
ERIEAU AND ST. THOMAS.

Ml.	STATIONS.	
0	Erieau	
3	Shrewsbury	
8	Blenheim	
17	Ridgetown	
23	Hightgate	
25	Muirkirk	
31	Rodney	
35	West Lorne	Freight Service only.
42	Dutton	
48	Iona	
52	Shedden	
56	Middlemarch	
61	St. Thomas	

Table 33.
BAD AXE AND PORT AUSTIN.

Mls.	STATIONS.	
0	Bad Axe	
7	Filion	
10	Kinde	
13	Johnson	
17	Port Austin	Freight Service only.

Table 35.
MANISTEE AND WALHALLA.

Mls.	STATIONS.	
0	Manistee	
3	East Lake	
6	Stronach	
14	Freesoil	
18	Fountain	
24	Tallman	
26	Walhalla	Freight Service only.

Table 36.
WILLIAMSBURG AND ELK RAPIDS.

Mls.	STATIONS.	
0	Williamsburg	
5	Angell	
14	Elk Rapids	Freight Service only.

Table 37.
FLINT AND OTISVILLE.

Mls.	STATIONS.	
0	Flint	
5	McGrew	
8	Genesee	
11	Rogersville	
14	Otisville	Freight Service only.

June 3, 2022

Mr. Robert Gollin
Planning & Zoning
City of Saginaw
1315 S. Washington Avenue
Saginaw, MI 48601

Dear Mr. Gollin:

Staff members of the State Historic Preservation Office (SHPO) have reviewed the preliminary historic district study committee report for the Pere Marquette Potter Street Station local historic district. Our comments are enclosed. We offer these comments in order to assist communities to prepare final study committee reports that meet the requirements of Michigan's Local Historic Districts Act and provide a strong basis for the protection of historically significant resources. These comments and recommendations are based on our experience working with local historic districts. The SHPO lacks authority to give legal advice to any person or agency, public or private.

The report was presented to the State Historic Preservation Review Board at their May 22nd meeting. They had no additional comments. The report was submitted to the Michigan Historical Commission. They will contact you directly should they have comments.

We appreciate the City of Saginaw's efforts to protect its historic resources. If SHPO can assist you further, please contact me at ArnoldA@michigan.gov.

Sincerely,

Amy L. Arnold
Preservation Planner

cc: Kevin Mark Rooker, Chair, Historic District Study Committee
Alex Mixter, Chair Historic District Commission



**State Historic Preservation Office
Staff Comments, April 29, 2022**

Pere Marquette - Potter Street Station, Saginaw

The preliminary report, originally submitted in 2021, was resubmitted by the study committee on January 10, 2022 to ensure that all procedures were properly met.

The report needs to include a period of significance.

While the report addressed many of the comments from the SHPO's 2021 review and overall is a strong history and well written document, it would be enhanced by:

- The inclusion of more information on the history of the 1956 freight warehouse.
- Information on the early 20th century history of the Pere Marquette Railroad after lumbering ended. The report states, "Passenger rail traffic continued to grow through World War I with 50 passenger trains arriving and departing Saginaw. The Pere Marquette Station saw thousands of people come through its doors every day." But it does not explain why there was so much passenger traffic. In the early 20th century. The Pere Marquette Railroad company was instrumental in the promotion of tourism to improve Michigan's lagging economy. The bibliography still contains no references that directly address the history of the Pere Marquette Railroad.
- National Register of Historic Places criteria statements are typically short summaries that concisely explain how the resource meets the criteria. In the study report, much of the information that is included in the significance statement would be better placed in the historic context.
- A map that shows the location of the depot within the context of the city of Saginaw should be included.



William W Crapo, President
Pere Marquette Railroad
1882-1893