

FOR SALE & RELOCATION



ALTON AMTRAK STATION
3400 COLLEGE AVE.
ALTON, IL 62002
OWNER: UNION PACIFIC RAILROAD

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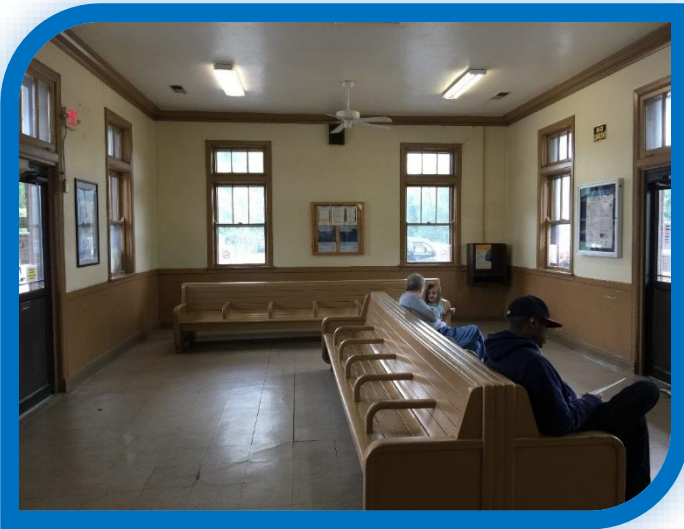


HISTORICAL INFORMATION

Originally owned by the Chicago & Alton Railroad. Subsequently owned by the Gulf, Mobile and & Ohio Railroad and the Union Pacific Railroad (current owner).

Constructed by John C. Wuellner Construction Company of Alton in 1928. Alton Brick supplied the materials. No known major alterations or additions. The original clay tile roof was replaced with asphalt shingles at some point. The original brick passenger platform has been replaced with concrete.

The subject building was planned in the winter of 1927 during a reassessment of the stations and services offered by the Chicago & Alton Railroad with a desire to increase passenger service as well as mail delivery. The station was completed in May of 1928 to serve as a passenger depot. The station is owned today by the Union Pacific Railroad Company and Amtrak operates a passenger depot out of the building.



ARCHITECTURAL INFORMATION

The Alton Station is a one-story, rectangular-shaped, variegated brick structure which sits upon a partially-exposed concrete slab foundation and has an asphalt shingled, bracketed overhanging hip roof with a pair of cross gables about center of the structure. The building retains its original exterior and interior construction materials, multi-light wood windows and transoms, doors, passenger seating, and office built-ins.

The main body of the rectangle is 22' 3" wide by 67' 5" long. A portion adjoining the main body projects along the longer axis 3' 0" at the southwest wall and 5' 1" at the northeast wall. The building is divided into four distinct portions and includes a lobby, a ticket office, a central corridor with restrooms, and a storage room. The building has on foundation which is comprised of a poured concrete slab with exposed aggregate and beveled upper ledge. The foundation is smooth concrete on the inside of the building. The southernmost building portion is a small sub-basement/boiler room which is comprised of concrete walls and ceiling.

The building was constructed of common red brick with face brick veneer walls. The exterior walls are comprised of a variegated, rough-cut wire brick in hues including reds, oranges, greys, browns and dark yellows and are set above the exposed concrete foundation and slightly set back from a beveled upper edge. Bricks are set within a common bond of with Flemish headers set at every sixth course. White mortar joints with high levels of crushed white limestone and orange river gravel are flush to the exterior. Above the 12th course of brick is a projecting water table comprised of rowlock bricks that are accented at the outer corners of the building by white limestone blocks. This brick course also acts as a window sill for the majority of the station's windows. Above the windows and doors are soldier course brick headers. Above the ticket office primary window bay is a segmental arch header with central keystone. There are four openings to the building, 2 pedestrian doors and 2 garage bay doors.

The roof overhangs the structure, has a wood tongue-and-groove ceiling, and is supported on ornate wood brackets which consist of two sizes. The depth of the overhang is approximately 5' where the roof covers the waiting room and storage portions of the building and approximately 2' deep above the projection containing the restrooms and ticket office. The roof is hipped with gables in the north and south ends and contains a cross gable with hip roof which intersects the building facing east and west. The structure is approximately nineteen (19') feet in height.

TERMS OF POTENTIAL CONVEYANCE

The Alton Amtrak Station is owned by the Union Pacific Railroad Company (UPRR). The UPRR may donate the station to a responsible not for profit 501 (C)(3) organization, as determined solely by the UPRR, under the following circumstances:

- The station is to be removed entirely from the present site and away from UPRR property. This includes the removal of the structure from the site, the demolition of

remaining station features (foundation, platform, etc.), and the restoration of the site to a state determined by the UPRR. All costs are the responsibility of the selected responsible party.

- It is the intention of the UPRR to donate the station to a responsible not for profit organization, via UP's Standard "Donation Agreement". The Agreement would donate the station "as-is", with specific terms and performance requirements, and would release and indemnify the UPRR from all liability and obligations, including any environmental issues.

DISCLAIMER

This informational marketing brochure is not intended as, and does not constitute, a commitment or binding agreement by Union Pacific Railroad Company, and does not commit Union Pacific Railroad Company to enter into a binding agreement. A contract will not exist unless and until Union Pacific Railroad Company Management approval has been obtained and the parties have executed a formal Agreement, approved by their respective counsel, regarding the subject matter of this marketing brochure and containing all other essential terms of an agreed upon transaction which terms shall be subject to future negotiations by the parties at their sole discretion.

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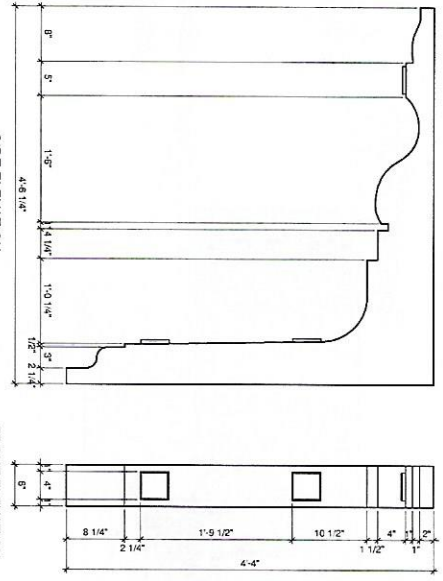
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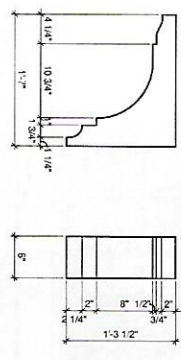
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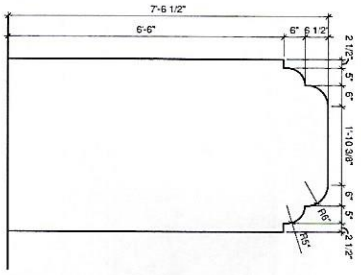
A . . . B . . . C . . . D . . . E . . . F . . . G . . . H . . . I . . . J . . . K



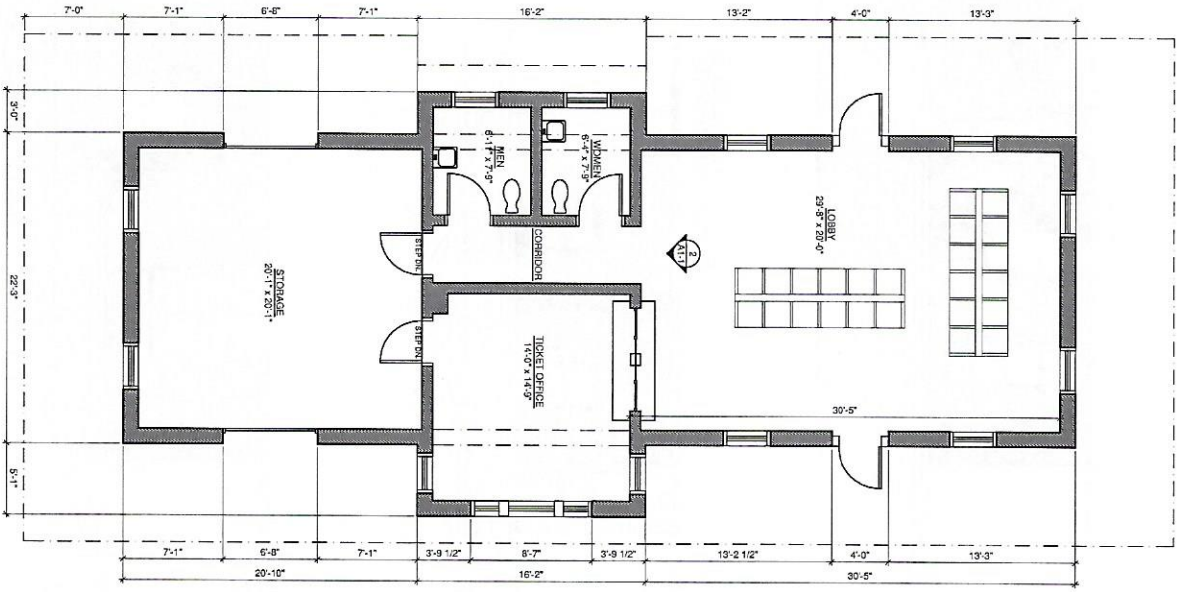
4 LARGE WOOD CORBEL ELEVATIONS
SCALE: 1/2" = 1'-0"



3 SMALL WOOD CORBEL ELEVATIONS
SCALE: 1/2" = 1'-0"



2 CORRIDOR ELEVATION
SCALE: 3/4" = 1'-0"



1 FLOOR PLAN
SCALE: 1/4" = 1'-0"
NORTH

ALTON LEVEL: 1100.00
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