

United States Department of the Interior  
National Park Service

For NPS use only

received AUG 13 1985

date entered SEP 12 1985

National Register of Historic Places  
Inventory—Nomination FormSee instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections**1. Name**

historic Grand Trunk Western Railroad Birmingham Depot

and/or common Norman's Eton Street Station

**2. Location**

street &amp; number 245 S. Eton St.

n/a not for publication

city, town Birmingham

n/a vicinity of

state Michigan

code 026

county Oakland

code 125

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	n/a	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property**

name Mr. Anthony S. Brown c/o Birmingham Train Station Associated Limited Partnership, Inc.

street &amp; number 255 E. Brown Street, Suite #10

city, town Birmingham

n/a vicinity of

state Michigan 48011

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Oakland County Register of Deeds

street &amp; number 1200 North Telegraph Road

city, town Pontiac

state Michigan 48053

**6. Representation in Existing Surveys**

title Oakland County Survey

has this property been determined eligible? ☐ yes ☒ no

date 1981

☐ federal ☒ state ☐ county ☐ local

depository for survey records Bureau of History

city, town Lansing

state Michigan 48918

## 7. Description

### Condition

☐ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved date \_\_\_\_\_

### Describe the present and original (if known) physical appearance

The Grand Trunk Western Railroad Birmingham Depot is located southeast of the intersection of Maple Road (15 Mile Road) and Eton Street in Birmingham, in a mixed residential and commercial neighborhood. The depot is a rectangular, gable-roofed structure of red brown brick, fronted by a projecting white limestone, gabled, entranceway block containing a recessed round-head entrance. The Vermont slate roof is pierced by several gables displaying herringbone and basketweave brickwork. The structure has a concrete foundation and utilizes structural steel framing.

In 1983, the former train depot underwent rehabilitation as a restaurant and cocktail lounge now known as Norman's Eton Street Station. Exterior alterations to the building's front facade are cosmetic in nature and include canvas awnings over windows and entranceway, oak benches, fieldstone walks, period lighting, and formal landscaping, including surrounding trees and plantings.

The former train station's interior space has been divided into four dining rooms. Floors are carpeted and finished in terrazzo. The side walls have a painted plaster finish, and the arched ceiling is of painted plaster. The four dining rooms vary in motif and character. The Palms Room, the western half of the former waiting room, has a dramatic, barrel-vaulted and ribbed ceiling. The Loft Room, located on a balcony or loft at the east end of the waiting room area, is also topped by the barrel-vaulted ceiling and features vertical striped oak paneling. The former underground baggage tunnel now serves as a dining room with a dining car motif. A fourth dining room, called the Coach Room, features glass mirrors, oriental rugs, and wood paneling.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1930 - 1931 **Builder/Architect** George B. Walbridge and Albert H. Aldinger  
of Detroit, building contractors

**Statement of Significance (in one paragraph)**

The Grand Trunk Western Railroad Birmingham Depot is the principal manifestation in Birmingham of that city's long history of rail passenger service as a stop on the line between Detroit and Pontiac. It also recalls the response of a Michigan governor and a long-established rail line to changing transportation needs for Detroit's northern suburbs at the outset of the Great Depression. Constructed at a cost of \$125,000 by Walbridge and Aldinger, Detroit building contractors, the Birmingham station has architectural note as a scaled-down imitation of the Birmingham, England, train station.

Railroad passenger service first came to the village of Birmingham in the spring of 1839. Albert Sault Williams, co-owner of the privately-financed Detroit and Pontiac Railroad, announced that "...after June 1, 1839, two steam trains would run from Detroit to Birmingham. The line reached Pontiac by 1840, following a north-south right-of-way alongside Woodward Avenue, which ran in a direct line for twenty-three miles from Detroit to Pontiac. The Detroit and Pontiac Railroad became part of another privately owned line, the Ottawa and Oakland, in 1848. The line was absorbed by the Grand Trunk Railroad in 1860.

Oakland County's population leaped from 90,050 to 211,251 between 1920 and 1930. Birmingham's population more than doubled during this period. As the number of automobiles using Woodward Avenue doubled and tripled after World War I, Michigan highway officials pressed the need for a wider right-of-way for Woodward Avenue. In November, 1923 the Michigan legislature passed the "Wider Woodward Act" calling for a 200-foot width. At a cost of 2.5 million dollars, an additional right-of-way was purchased covering the twenty-three miles from Detroit's city limits to Pontiac.

The Grand Trunk Railroad opposed the new legislation. Its tracks ran directly along the eastern edge of Woodward Avenue through most of the route from Detroit to Pontiac, including Birmingham. The railroad took a dim view of any suggestion that it vacate its right-of-way or spend the millions necessary to move the track away from Woodward Avenue. Governor Alexander Groesbeck induced the 1925 session of the Legislature to adopt a resolution declaring it "necessary to attain that end." This was a thinly veiled hint that unless Grand Trunk cooperated, its charter would be revoked. The threat produced a willingness to cooperate. In early 1926, for an annual consideration of \$200,000 from the State of Michigan, Grand Trunk agreed to abandon its right-of-way and move its tracks to a location a mile east of Woodward Avenue.

Between 1926 and 1930 the Grand Trunk spent eight million dollars on land purchases and construction of a new right-of-way from Detroit to Pontiac. In October, 1930, ground was broken for a new passenger and freight station in Birmingham. The depot was completed at a cost of \$125,000 by the Detroit building contractor firm of Walbridge and Aldinger and it and the new line were dedicated on August 1, 1931 in the presence of Governor Wilbur Brucker, former Governor Groesbeck, and an estimated 50,000 on lookers, inaugurating commuter train service to eleven cities and villages between Detroit and Pontiac.

In 1978 the Southeast Michigan Transportation Authority allowed its lease with Grand Trunk to expire and the depot was vacated. In 1979 the train depot was purchased by the present owner. It has since undergone conversion as a restaurant, Norman's Eton Street Station.

## 9. Major Bibliographical References

(attached)

## 10. Geographical Data

Acreage of nominated property Two acres

Quadrangle name Birmingham Quad

Quadrangle scale 1:24000

UTM References

A 

1	7	3	19	7	60	4	7	1	2	6	0	0
Zone		Easting				Northing						

B 

Zone		Easting				Northing						

C 

Zone		Easting				Northing						

D 

Zone		Easting				Northing						

E 

Zone		Easting				Northing						

F 

Zone		Easting				Northing						

G 

Zone		Easting				Northing						

H 

Zone		Easting				Northing						

Verbal boundary description and justification

(attached)

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

## 11. Form Prepared By

name/title Charles C. Cotman

organization Bureau of History

date May 30, 1985

street & number 208 North Capitol Avenue

telephone (517) 373-0510

city or town Lansing

state Michigan 48918

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

*Martin M. Bigelow*

title Director, Bureau of History

date

8/2/85

For NPS use only

I hereby certify that this property is included in the National Register

*for Melvyn Byers*  
Keeper of the National Register

Entered in the  
National Register

date

9-12-85

Attest:

date

Chief of Registration

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number

Page

#9 & 10 page 1

9. Major Bibliographical References

Birmingham Eccentric. August 1, 1931, p. 1A.

Detroit Free Press. August 2, 1931, p. 1A.

Detroit News. August 1, 1931, p. 1A.

Durand, Samuel W. History of Oakland County, Michigan. Philadelphia: L. H. Everts Publishing Company, 1877.

Hagman, Arthur A. (ed). Oakland County Book of History. Pontiac: Sesqui-Centennial Executive Committee, 1970.

McMechan, Jervis B. and al. The Book of Birmingham. Birmingham: Bicentennial Committee, 1976.

Pontiac Daily Press. August 1, 1931, p. 1 and 2A.

Woodford, Frank B. Alex J. Groesbeck: Portrait of a Public Man. Detroit: Wayne State University, 1962.

10. Verbal Boundary Description and Justification

PARCEL A

A parcel of land located in the North 1/2 of Section 31, Town 2 North, Range 11 East, Township of Troy (now City of Birmingham) now owned by Grand Trunk Western Railroad Company and previously platted as Lots 58 and 59, part of Lot 11, Lots 12 through 15 plus all or parts of Lots 55 through 59, plus part of vacated Yosemite Boulevard, Eton Road and 16 foot alley in BIRMINGHAM GARDENS SUBDIVISION, as recorded in Liber 31 of Plats, Page 38, Oakland County Records. Parcel more particularly described as: Beginning at a point on the Eastline of Eton Road (as relocated), said point being North 88 degrees 16 minutes 37 seconds West 117.95 feet along the East-West Section line in Maple Road (66 feet wide) and South 34° 11 minutes 27 seconds East 87.17 feet along the Easterly Right-of-Way line of Eton Road (50 feet wide) extended from the North 1/4 corner of said Section 31; thence continuing South 34 degrees 11 minutes 27 seconds East 112.57 feet along said right of way line; thence South 1° 59 minutes 10 seconds West 236.98 feet along the East line of Eton Road; thence South 88° 20 minutes 47 seconds East 245.76 feet; thence North 33 degrees 44 minutes 54 seconds West 390.56 feet parallel and 1.00 feet Westerly of an existing concrete retaining wall; thence South 56° 34 minutes 45 seconds West 16.90 feet; thence North 33° 36 minutes 11 seconds West 57.77 feet to the South line of Maple Road as widened for Railroad Bridge (43 feet=1/2 right of way); thence North 88° 16 minutes 37 seconds West 22.56 feet along said right of way; thence South 29° 04 minutes West 31.10 feet along the Easterly right of way of Eton Road as relocated to the point of beginning.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number

Page

#10 page 2

10. Continued

PARCEL B

Easements over the following described parcels

**EASEMENT Parcel 1:**

Commencing at the intersection of the North line of Section 31, Town 2 North, Range 11 East, and the centerline of Track No. 690-1 (as shown by Grand Trunk Western Railroad's Plan No. A-30-80, dated September 24, 1980 File No. 70/5) thence Southeasterly 328.4 feet, more or less, along the centerline of said track; thence Southwesterly 32.5 feet at right angles to the outside Easterly corner of the former Birmingham Depot Baggage and Utility Rooms being the point of beginning; thence Northwesterly 45.1 feet, at right angles, to the outside Northerly corner of said Baggage and Utility Rooms; thence Southwesterly 11.3 feet, at right angles, to a point on Southwesterly right of way line; thence Southeasterly 45.1 feet along said right of way line; thence Northeasterly 11.3 feet, at right angle to the point of beginning.

**EASEMENT Parcel 2:**

Commencing at the intersection of the North line of Section 31, Town 2 North, Range 11 East and the centerline of Track No. 690-1 (as disclosed by Grand Trunk Western Railroad's Plan No. A-30-80, dated September 24, 1980, file No. 70-53) thence Southeasterly 297.3 feet, more or less, along the centerline of said track to the outside face of the Northwesterly wall of the former Birmingham Depot Baggage Tunnel, being the point of beginning; thence Southwesterly 32.5 feet at right angles along the outside face of said wall to the Northeasterly outside face of the former Birmingham Depot Baggage Room wall; thence Southeasterly 9.4 feet, more or less, at right angles to the outside face of the Southeasterly wall of said tunnel; thence Northeasterly 76.0 feet at right angles along the outside face of said wall to Northeasterly right of way line; thence Northwesterly 9.4 feet, more or less, along said right of way line to the outside face of the Northwesterly wall of said baggage tunnel; thence Southwesterly 43.5 feet along the outside fence of said wall to the point of beginning.

**EASEMENT Parcel 3:**

Commencing at the intersection of the North line of Section 31, Town 2 North, Range 11 East and the centerline of Grand Trunk Western Railroad Track No. 690-1 (as disclosed by Grand Trunk Western Railroad's Plan No. A-30-80, dated September 24, 1980, file No. 70-53); thence Southeasterly 253.3 feet, more or less, along the centerline of said track to the outside face of the Northwesterly wall of the former Birmingham Depot Passenger Tunnel, being the point of beginning; thence Southwesterly 43.8 feet at right angles along the outside face of said wall to Grand Trunk Western Railroad Southwesterly right of way line; thence Southeasterly 13.4 feet, more or less at right angles along said right of way line to the outside face of the Southeasterly wall of said passenger tunnel; thence Northeasterly 61.8 feet at right angles along the outside face of said wall; thence Northwesterly 13.4 feet at right angles to the outside face of the Northwesterly wall of said tunnel; thence Southwesterly 18.0 feet along the outside face of said wall to the point of beginning.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number

Page

#10 page 3

10. Continued

EASEMENT Parcel 4:

Commencing at the intersection of the North line of Section 31, Town 2 North, Range 11 East and the centerline of Grand Trunk Western Railroad Track No. 690-1 (as disclosed by Grand Trunk Western Railroad Plan No. A-30-80, dated September 24, 1980, file no. 70-53) thence Southeasterly 220.2 feet, more or less, along the centerline of said track; thence Southwesterly 43.8 feet at right angles to a point 1.3 feet Northwesterly of the Northwesterly face of the former Birmingham Depot, said point being the point of beginning; thence Southeasterly 79.4 feet, more or less, along Grand Trunk Western Railroad Southwesterly right of way line; thence Northeasterly 2.8 feet at right angles; thence Northwesterly 24.8 feet at right angles; thence Southwesterly 0.8 feet at right angles; thence Northwesterly 29.8 feet at right angles thence Northeasterly 0.8 feet at right angles; thence Northwesterly 24.8 feet at right angles; thence Southwesterly 2.8 feet to the point of beginning.

This is the entire property on which the depot stands.

AENR85158A AENR85158E

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

OK  
Ref #  
85002148

Grand Trunk Western Railroad Birmingham  
Depot  
Oakland County  
MICHIGAN

AUG 13 1985

Working No. \_\_\_\_\_

Fed. Reg. Date: 3-4-86

Date Due: 9/12/85 - 9/27/85

Entered in the  
National Register  
Action: ☒ ACCEPT 9-12-85  
☐ RETURN  
☐ REJECT

Federal Agency: \_\_\_\_\_

- ☐ resubmission  
☐ nomination by person or local government  
☐ owner objection  
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria \_\_\_\_\_

Reviewer \_\_\_\_\_

Discipline \_\_\_\_\_

Date \_\_\_\_\_

\_\_\_\_\_ see continuation sheet

Nomination returned for: \_\_\_\_\_ technical corrections cited below  
\_\_\_\_\_ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

- |                                    |                                       |
|------------------------------------|---------------------------------------|
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated |
| <input type="checkbox"/> good      | <input type="checkbox"/> ruins        |
| <input type="checkbox"/> fair      | <input type="checkbox"/> unexposed    |

Check one

- ☐ unaltered  
☐ altered

Check one

- ☐ original site  
☐ moved date \_\_\_\_\_

Describe the present and original (if known) physical appearance

- ☐ summary paragraph  
☐ completeness  
☐ clarity  
☐ alterations/integrity  
☐ dates  
☐ boundary selection

## 8. Significance

Period \_\_\_\_\_ Areas of Significance—Check and justify below

Specific dates \_\_\_\_\_

Builder/Architect \_\_\_\_\_

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

## 9. Major Bibliographical References

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

UTM References \_\_\_\_\_

Verbal boundary description and justification \_\_\_\_\_

## 11. Form Prepared By

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

\_\_\_\_ national \_\_\_\_ state \_\_\_\_ local

State Historic Preservation Officer signature

title

date

## 13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_ Phone: \_\_\_\_\_



Grand Trunk Western Railroad  
Birmingham Station  
(Norman's Eton Street Station)  
245 South Eton  
Birmingham, Oakland County, Michigan  
Photographer: Cathy Clements  
Date: May, 1985  
Bureau of History  
Lansing, MI 48918  
Camera facing N NE  
Photo # 1 of 8



Grand Trunk Western Railroad  
Birmingham Station  
(Norman's Eton Street Station)  
245 South Eton  
Birmingham, Oakland County, Michigan  
Photographer: Cathy Clements  
Date: May, 1985  
Bureau of History  
Lansing, MI 48 18  
Camera facing N  
Photo #2 of 8



Grand Trunk Western Railroad  
Birmingham Station  
245 South Eton  
Birmingham, Oakland County, Michigan  
Photographer: Cathy Clements  
Date: May, 1985  
Bureau of History  
Lansing, MI 48918  
Camera facing N NE  
Photo # 3 of 8



Grant Trunk Western Railroad  
Birmingham Station  
(Norman's Eton Street Station)  
245 South Eton  
Birmingham, Oakland County, Michigan  
Photographer: Cathy Clements  
Date: May 1985  
Bureau of History  
Lansing, MI 48918  
Camera facing SE  
Photo # 4 of 8



Grand Trunk Western Railroad  
Birmingham Station  
(Norman's Eton Street Station)  
245 South Eton  
Birmingham, Oakland County, Michigan  
Photographer: Cathy Clements  
Date: May, 1985  
Bureau of History  
Lansing, MI 48918  
Camera facing N NW  
Photo# 5 of 8



Grand Trunk Western Railroad  
(Norman's Eton Street Station)  
245 South Eton  
Birmingham, Oakland County, Michigan  
Photographer: Cathy Clements  
Bureau of History  
Lansing, MI 48918  
Camera facing SE  
Photo # 6 of 8



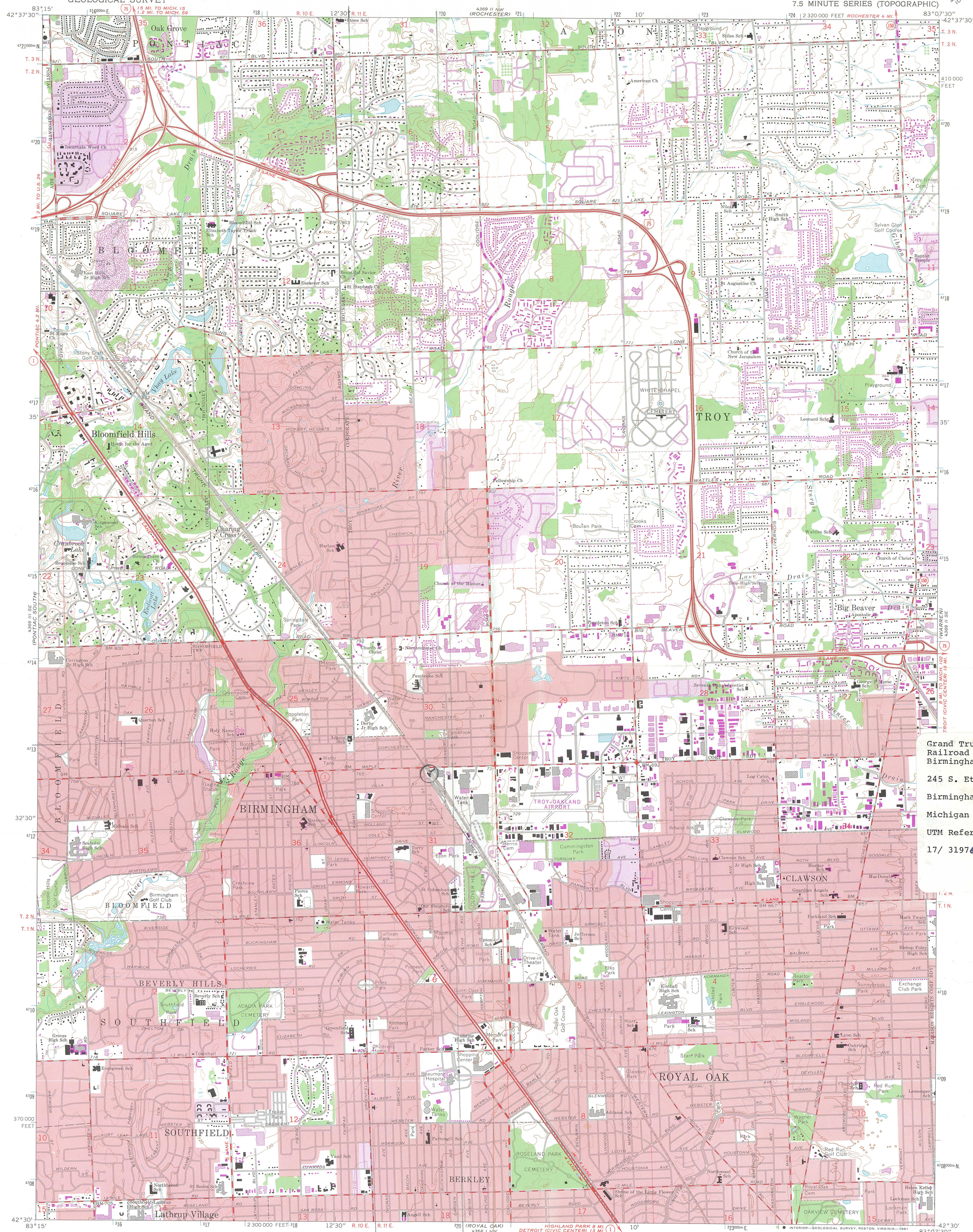
Grand Trunk Western Railroad  
Birmingham Station  
(Norman's Eton Street Station)  
245 South Eton  
Birmingham, Oakland County, Michigan  
Photographer: Cathy Clements  
Date: May, 1985  
Bureau fo History  
Lansing, MI 48918  
Camera facing NE  
Photo # 7 of 8



Grand Trunk Western Railroad  
Birmingham Station  
(Norman's Eton Street Station)  
Birmingham, Oakland County, Michigan  
Photographer: Cathy Clements  
Date: May, 1985  
Bureau of History  
Lansing, MI 48918  
Camera facing **NS**  
Photo# 8 of 8

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

BIRMINGHAM QUADRANGLE  
MICHIGAN—OAKLAND CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)



Grand Trunk and Western  
Railroad Depot,  
Birmingham Station

245 S. Eton

Birmingham, Oakland County  
Michigan

UTM Reference:  
17/ 319760/ 4712600

Mapped, edited, and published by the Geological Survey  
in cooperation with State of Michigan agencies  
Control by USGS and USC&GS  
Planimetry by photogrammetric methods from aerial photographs  
Topography by planimetric surveys 1942-1943  
Revised from aerial photographs taken 1967. Field checked 1968  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Michigan coordinate system, south zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 17, shown in blue  
Red tint indicates areas in which only landmark buildings are shown  
To place on the predicted North American Datum 1983  
move the projection lines 7 meters west as shown by  
dashed corner ticks

UTM GRID AND 1981 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET

SCALE 1:24,000  
CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
AND BY THE GEOLOGICAL SURVEY DIVISION  
MICHIGAN DEPARTMENT OF NATURAL RESOURCES, LANSING, MICHIGAN 48909  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial photographs  
taken 1973 and 1981. Map edited 1981  
This information not field checked  
Purple tint indicates extension of urban area

ROAD CLASSIFICATION  
Primary highway, all weather, hard surface  
Secondary highway, all weather, hard surface  
Light-duty road, all weather, improved surface  
Unimproved road, fair or dry weather  
Interstate Route  
U.S. Route  
State Route



BIRMINGHAM, MICH.  
N4230 - W8307.5/7.5

1968  
PHOTOREVISED 1981  
DMA 4369 II SW—SERIES V862



Daniel T. Murphy, Oakland County Executive

JUL 05

card  
sent  
7/10/85  
STL

July 3, 1985

Dr. Martha M. Bigelow  
State Historic Preservation Officer  
Bureau of History  
Michigan Department of State  
Lansing, MI 48918

Dear Dr. Bigelow:

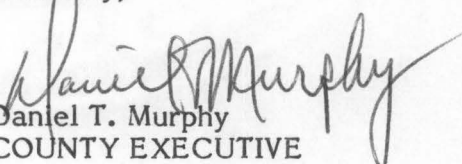
The information from your office regarding the Birmingham Grand Trunk Railroad Depot and the Affleck House in Bloomfield Hills has been received with interest. I am pleased that effort is being made to list these properties on the National Register of Historic Places.

We in Oakland County government are proud to support the preservation of our historic sites and buildings and thank you for endeavoring to register them at the national level.

Our Oakland County Historic Commission is dedicated to encourage citizens to seek restoration of properties important to our American history and culture. I understand that members of this organization have utilized the expertise of your fine staff on several occasions for workshops and information of current legislation related to historic preservation.

Please call on me if I can be of further assistance in the consideration of these two Oakland County properties when your Review Board meets in the near future.

Sincerely,

  
Daniel T. Murphy  
COUNTY EXECUTIVE

DTM/jls

# MICHIGAN DEPARTMENT OF STATE

RICHARD H. AUSTIN

SECRETARY OF STATE



LANSING

MICHIGAN 48918

## BUREAU OF HISTORY

### ADMINISTRATION, PUBLICATIONS ARCHAEOLOGY AND HISTORIC PRESERVATION

208 N. Capitol Avenue  
517-373-0510

### STATE ARCHIVES

3405 N. Logan Street  
517-373-0512

### MICHIGAN HISTORICAL MUSEUM

208 N. Capitol Avenue  
517-373-3559

July 30, 1985

Ms. Carol D. Shull, Supervisory Historian  
National Register of Historic Places Branch  
Interagency Resource Management Division  
National Park Service  
U.S. Department of the Interior  
Washington, DC 20240

Dear Ms. Shull:

Enclosed are National Register of Historic Places nomination materials for the Grand Trunk Western Railroad Birmingham Depot, Birmingham, Michigan. I certify that the intent-to-nominate notification requirements have been fulfilled. This property is being submitted for listing in the National Register. All notarized statements of objection and written comments concerning this nomination submitted to us prior to the submission of this nomination to you are enclosed.

Please direct all questions concerning this nomination to Brian Conway, Historic Preservation Coordinator (517/373-0510).

Sincerely,

A handwritten signature in cursive script, reading "Martha M. Bigelow".

Martha M. Bigelow  
Director, Bureau of History  
and  
State Historic Preservation Officer

MMB/ROC/sl

enc.

AUG 13 1985