1. NAME OF PROPERTY

Historic Name: Pennsylvania Railroad Depot and Baggage Room

Other Name/Site Number:

2. LOCATION

Street & Number: 400 Center Street Not for publication:

City/Town: Dennison Vicinity:

State: Ohio County: Tuscarawas Code: 157 Zip Code: 44621

3. CLASSIFICATION

Ownership of Property		Category of Property	
Private:	___	Building(s):	X
Public-Local:	X	District:	___
Public-State:	___	Site:	___
Public-Federal:	___	Structure:	___
Object:	___		

Number of Resources within Property

Contributing	Noncontributing	
2	1	buildings
___	___	sites
___	1	structures
___	___	objects
2	2	Total

Number of Contributing Resources Previously Listed in the National Register: 1

Name of Related Multiple Property Listing:

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4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

Signature of Certifying Official Date

State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

Signature of Commenting or Other Official Date

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

___ Entered in the National Register
___ Determined eligible for the National Register
___ Determined not eligible for the National Register
___ Removed from the National Register
___ Other (explain): _____

Signature of Keeper Date of Action

Draft

6. FUNCTION OR USE

Historic:	Transportation	Sub:	rail-related
Current:	Recreation and Culture	Sub:	museum

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Late Victorian: Queen Anne

MATERIALS:
Foundation: stone (sandstone)
Walls: brick, stone (sandstone)
Roof: asphalt
Other: wood

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Summary

The Pennsylvania Railroad Depot and Baggage Room in Dennison, Ohio is nominated under NHL criterion 1, as a property that is associated with events that have made a significant contribution to our past. The depot is nationally significant as both a representation of the movement of millions of servicemen and women across the United States during World War II and the mobilization of civilians on the home front. Located on one of the nation's main rail lines, the Dennison train depot was a stopping point for trains transporting servicemen and women to the West Coast for service in the Pacific, to debarkation points in the East for service in Europe, and, ultimately, back home from overseas. The station was the home of the Dennison Depot Salvation Army Servicemen's Canteen, the third largest Salvation Army canteen in the county.

Describe Present and Historic Physical Appearance.

The Pennsylvania Railroad Depot and Baggage Room in Dennison, Ohio is a basically rectangular, one and one-half story, gable roofed building that served as both a passenger and freight station on the Pennsylvania Railroad's Panhandle main line between Pittsburgh, Pennsylvania, and Columbus, Ohio. It is located on the north side of the tracks, just northwest of the site where the railroad's shops and roundhouses formerly stood, and two blocks from the village of Dennison's central business district. The depot was listed in the National Register of Historic Places in 1976; a revised and expanded nomination, which described subsequent changes to the building and expanded the period of significance to address the depot's role as a canteen serving troop trains in World War II, was accepted in 2007.

The complex consists of two masonry buildings connected by a wood-enclosed freight platform. The Depot building is 124 feet in length and its width is 30 feet. On the track (south) side of the station is a projecting rectangular operator's bay that originally provided unimpeded views down the line in both directions. An opposing bay gives entry from the street (north) side of the station. The lower walls are built of up to seven courses of rock-faced sandstone, capped by a smooth stone belt course, measuring altogether about four feet in height. The upper walls are smooth red brick laid in a running bond pattern. Two courses of darker brick provide subtle ornamentation, and pressed brickwork panels and a corbelled cornice enhance the gable over the operator's bay. Windows are double hung wood sash, all of which have Queen Anne multi-pane colored glass borders on the upper sashes. Several windows in the former women's waiting room still have black paint on their borders, remnants of World War II blackout measures. The top stone course serves as a sill for the window openings, which also have smooth stone lintels. Wide overhanging eaves, formed by the 7 ½ foot pent roof that surrounds the building, are supported by exposed rafters with shaped ends and prominent, turned and scroll-sawn brackets. Pairs of gabled dormers, flanking the larger gable over the center bay, replicate ones that were removed after World War II, and display ornamental wood fans and applied trusses copying those shown in historic photographs.

The baggage building, erected ca. 1912, is similar in design, but its brackets are not as ornate, the roof is hipped, and the trackside and street elevations are dominated by large, centrally positioned wood freight doors. The freight platform that connects the two buildings was originally open on the sides, but was enclosed with wood siding and freight doors sometime in the 1950s.

Interior floor plans are largely unaltered. The lobby office for the museum is new, but the enclosure was designed to be reversible and not impede window views. The original ticket agent's office has been converted to restrooms, but the windows and original iron exterior and interior bars remain in place. Only the interior space has been changed. The west section of the depot is a restaurant, located in the same space that was built to house a restaurant in the original floor plan. The same windows and doors remain in place. Perhaps the most

noticeable change was the replacement of nearly all interior woodwork, including door and window surrounds and wainscoting, in the mid- 1980s' initial restoration. The modern woodwork was milled to duplicate the original, with bull's-eye corner blocks and vertical wainscoting, and was left in natural wood finish instead of a painted finish. Parts of the freight and baggage sections still retain original board walls and ceilings. The very large wooden door to the women's restroom remains in place.

Other changes to the depot since 1976 include the replication of the gabled dormers and corbelled brick chimneys in 1998; these changes were made using historic photographs as guides. Portions of the stone courses were replaced with identical rock-faced ashlar in 1995, due to advanced deterioration of the low- quality "mudstone" used in the original construction. In 1999, a brick and wood addition was constructed on the south side of the complex, extending from the enclosed freight platform. This building is considered noncontributing. It was constructed to facilitate access to five passenger cars placed on the restored east "house track" that have been renovated for additional museum space and as displays. These include a 1923 PRR parlor car, a 1914 B & O RR coach, a World War II hospital car, a 1925 L & N RR roomette sleeping car, and a circa 1930 NYC RR baggage-combine car. Now painted in the Pennsylvania Railroad's Tuscan red scheme, all are appropriate in age, appearance, and setting to the period of significance. The PRR parlor car is included within the NHL boundary because of its proximity to the station. However, because it was not present at the Depot during the period of significance, it is counted as a noncontributing resource to the National Historic Landmark. The other cars are not within the boundary.

West of the depot and brick platform are a NKP RR bay window caboose, a flat car, boxcar, tank car, and a fireless 0-4-0- steam locomotive built in 1946 for the American Electric Power Company, all placed on a short segment of track as a museum display. These have no relationship to the historical uses of the depot and are excluded from the boundary of the nominated property. Their location was originally part of the brick passenger platform, but is now an unconnected length of track surrounded by grass. The original brick platform was replaced with new brick in the mid-1980s, and a modern iron fence separates the platform from the mainline tracks (required for insurance liability). A low brick wall demarcates the west end of the platform and separates it visually from the freight cars.

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8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
Nationally: X Statewide: _ Locally:

Applicable National Register Criteria:	A X B _ C _ D
Criteria Considerations (Exceptions):	A _ B _ C _ D _ E _ F _ G
NHL Criteria:	1
NHL Theme(s):	II. Creating Social Institutions and Movements 1. Clubs and organizations
Areas of Significance:	Social History, Military, Transportation
Period(s) of Significance:	1942-1946
Significant Dates:	1942
Significant Person(s):	
Cultural Affiliation:	N/A
Architect/Builder:	
Historic Contexts:	*World War II and the American Home Front Theme Study* VIII. World War II D. The Home Front

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State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

Summary of Significance

The Pennsylvania Railroad Depot and Baggage Room in Dennison, Ohio, is nationally significant as both a representation of the movement of millions of servicemen and women across the United States during World War II and the mobilization of civilians on the home front. It is the only surviving station in the United States that still reflects its role as a World War II canteen. As such, it is a symbol of the contributions made by railroad canteens and their volunteers in unified support of America's massive military mobilization and war effort, serving its millions of "boys" in uniform as well. Located on one of the nation's main rail lines, the Dennison train depot was a stopping point for trains transporting servicemen and women to the West Coast for service in the Pacific, to debarkation points in the East for service in Europe, and, ultimately, back home from overseas. The station was also the home of the Dennison Depot Salvation Army Servicemen's Canteen, the third largest Salvation Army canteen in the country. The almost 4,000 volunteers staffing the Dennison Canteen worked around the clock to serve 1.3 million men and women during the course of the war. For servicemen and women, Dennison provided such an idyllic respite that the town was nicknamed "Dreamsville." The reference was to a Glenn Miller song in which Dreamsville, Ohio, was home to "the sweetest moments you'll ever know;" released in 1941, the song conjured up an idyllic vision of small town America, an America that servicemen and women were sworn to preserve and protect.

Over the course of World War II, thousands of factories, government office buildings, research laboratories, housing projects, military bases, canteens, day care centers, and schools were built or expanded as the nation mobilized for war. During this period, millions of Americans also either volunteered to serve in activities associated with the war effort or were drafted to do so. The National Historic Landmark Theme Study, *World War II and the American Home Front* (2007), identified those historic places that best represent this wartime mobilization on the home front. As the location of the nationally recognized Dennison Depot Canteen, the Pennsylvania Railroad Depot was identified in the theme study as possessing the potential to be nationally significant under NHL Criterion 1, a property that is associated with events that have made a significant contribution to our past.

While the attack on Pearl Harbor rapidly galvanized the nation, mobilization of the home front, its industries and infrastructure, took time. Troop movements, however, could not wait. Beginning on the day after the attack on Pearl Harbor and ending only months after V-J Day, trains transported millions of soldiers, sailors, and marines to military camps, embarkation points for the European and Pacific theaters, and ultimately, back home. Transporting these men required that trains be re-routed, that additional train cars be pressed into service, and, equally important, that soldiers be adequately fed en route. The movement of civilians, who migrated to industrial and military centers to aid in the war effort, simply compounded these transportation problems. Both these migrations and the mobilization of the home front initiated important demographic changes. The movement of millions of G.I.s to military bases in the South and West, in particular, presaged the demographic shift that occurred after the war when millions of Americans moved to the Sunbelt states. More generally, however, the mobilization of millions of soldiers, begun during the first few days of the war, required civilian participation on a significant scale.

Volunteerism had always played a strong role in American culture; in fact, many Americans believed that tasks which were, in other countries, relegated to the government should be performed by volunteers.[1] In the early

[1] William L. O'Neill, *A Democracy at War: America's Fight at Home and Abroad During World War II* (Cambridge: Harvard University Press, 1993), 130.

period of the war, when news from the European and Pacific theaters was often discouraging, volunteer efforts on the home front were crucial in boosting morale. But even after the tide began to turn, making an Allied victory both inevitable and imminent, volunteer efforts continued to be central to the war effort. Staffed by volunteers and located throughout the country, rail canteens were one of the most visible of these volunteer efforts. Efforts such as these raised morale and encouraged participation in the war effort, even among those who were located at some distance from the nation's industrial centers and the war front. Widely recognized during the war as one of the most important of the many rail canteens serving soldiers, sailors, and marines, the Dennison Canteen is one of the best extant representations of these volunteer efforts.

The Pennsylvania Railroad

The Steubenville and Indiana Railroad Company was chartered in 1848 to build a line from Steubenville, Ohio, on the border with Pennsylvania, across Ohio. From its inception, the road later known as the Panhandle was controlled and operated by the Pennsylvania Railroad (PRR) as one of its two primary east-west routes. In 1864-1865, the Panhandle established its principal division point at what became the town of Dennison, located midway between the booming industrial cities of Pittsburgh and Columbus. By 1884, the facilities at Dennison included car and locomotive shops; blacksmith, boiler, tin, carpenter, paint, drafting, and pattern shops; a roundhouse; brass foundry; ice and sand houses; lumber yards, and coal yards.[2] The passenger depot was constructed sometime after 1884 and before 1900.

By 1900, Dennison's shops were second in size only to the PRR's main facilities at Altoona, Pennsylvania. At their peak before a strike in 1921, about 2,100 men worked in the repair shops and another 1,000 served as engineers, firemen, conductors, and other operating staff.[3] However, employment declined following the 1921 strike and the Great Depression. Yet even with this decline, the Pennsylvania Railroad continued to play a major role in the nation's vast and ever-growing transportation network. Although constituting only four per cent of the nation's "route mileage, [the Pennsylvania Railroad's] multi-tracked main lines and branches carried over ten per cent of U.S. railroad business and its influence in railroad circles was even greater."[4] Dennison, which was the terminus for two divisions, remained an important link in the rail system throughout this period.

In the period following World War II, the advent of the automobile and the airplane made deep inroads into the PRR's customer base. In 1968 the Pennsylvania and New York Central railroads merged to form the Penn-Central Transportation Company. Passenger service nationwide was taken over by Amtrak in 1971, and in 1976 all freight operations on the former PRR were absorbed into Conrail. Conrail demolished the shops, roundhouse, and all other servicing facilities at Dennison, removed the yards, and downgraded the Panhandle to a single-track line. The Depot and Baggage Room are the only former railroad resources still standing in Dennison. They are significant representatives of the over 100 years of interlinked history of the founding, growth, and development of both Dennison and the Pennsylvania Railroad. Before 1968 this was the largest railroad in the United States and known simply as the "Standard Railroad of the World." The company's stockholders and businessmen in the Pennsylvania area often joked that the railroad's significance was such that they assumed that any and all references to "the president" were references not to the president of the United States, but rather to the president of the Pennsylvania Railroad.

[2] Warner Beers & Company, *The History of Tuscarawas County, Ohio* (Chicago, IL: 1884).
[3] Romig, Gene. "A Tale of Twin Cities." Booklet prepared for the Uhrichsville Board of Trade and the Dennison Chamber of Commerce to welcome visitors to the Pennsylvania Railroad's annual track and field meet, September 24, 1921.
[4] Don Ball, *The Pennsylvania Railroad, 1940s-1950s* (New York City: W. W. Norton, 1986), 8.

The Railroads and Mobilization for War

Although the United States remained neutral following the German invasion of Poland in 1939, President Franklin D. Roosevelt declared a limited national emergency, and he authorized increases to both the Regular Army and the National Guard, as well as the Navy. In response, both the Army and the Navy embarked on a massive expansion of their forces throughout much of 1940. Despite the fact that Americans remained opposed to war, many Americans saw the nation as being in danger; as a result, support for the troop build-up was widespread.

When Pearl Harbor was attacked on December 7, 1941, America found itself engaged in a war on two fronts. Before the war had begun, Roosevelt and his generals had envisioned "the eventual mobilization of 215 divisions, 61 of them armed and 239 combat air groups, requiring a grand total, with supporting forces, of 8.8 million men." Soldiers and sailors would be drawn from across the nation, transported first to military bases and, eventually, overseas to the European and Pacific theaters. But with the attack on Pearl Harbor, the nation's political and military leaders quickly recognized that the complexity of this war would require an even greater mobilization of not only the military but also industries on the home front than they had anticipated. By 1942, Roosevelt and his generals were calling for the mobilization of 10 million men.[5]

Moving these servicemen and servicewomen across the country required a massive mobilization of the nation's transportation network. Because of gas and rubber rationing, passenger trains were often the only feasible means of long-distance travel during the war. "No strangers to helping move the military," the railroad companies were pressed into service and "with the United States now engaged in a two-front war and with a greater logistical base to contend with, trains [ultimately] ran across the country, delivering men and material everywhere."[6] Overseeing the nation's rail system would, however, be no easy task.

The difficulties inherent in transporting so many troops became apparent almost immediately. As early as the day after Pearl Harbor, it was clear that the pressure on the railroads to move troops would be unlike any pressure previously experienced. On December 8, 1941, the railroads rushed to respond to "the greatest long-distance passenger movement in train history" as men across the country were called to military bases. The sheer numbers involved in this early mobilization were staggering: "Some trains will be 14 to 16 cars long, with 600-800 passengers." The simple necessity of arranging trains and train schedules to accommodate these movements of servicemen and women was the paramount problem facing the nation's leaders but after that, "the toughest problem [was] to feed the men en route." As the media noted, "even if there were enough dining cars in the U.S., their use would be unpractical," given the numbers of passengers involved. Because passengers were traveling on average 100 miles, the need to provide food and drink was especially acute. Although "more than 250 baggage cars [had] been fitted out with portable gas stoves and converted into mess cars, to serve hot coffee, soup, sandwiches, pies…[and] some Western [rail]roads…stop[ped] the trains while men eat in station restaurants [while] others…put box lunches aboard" to deal with the mobilization, both railroad executives and the nation's political and military leaders recognized that moving and feeding the troops en route would present a constant challenge throughout the war.[7]

For the troops, train trips were usually multi-day and/or night events in cramped, over-crowded conditions. Servicemen traveled in hastily built or improvised troop cars as the railroads pressed every available piece of equipment into service. It was not an unusual experience for trains to be so severely overcrowded that

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[5] Maurice Matloff, *American Military History, 1902-1996*, 84.

[6] James Ciment, Ed. *The Home Front Encyclopedia: United States, Britain and Canada in World Wars I and II* (Santa Barbara, CA: ABC-CLIO, 2007).

[7] "Business and Finance," *Time*, December 8, 1941.

passengers and military personnel could only find seating on their own luggage. A postcard sent by a soldier from the North Platte canteen illustrates the conditions of rail travel during the war: "Just arrived at North Platte. Had roll and coffee. Train running late but will make it. Stood from Chicago to Omaha but finally got a seat. Love, Ned."[8]

By the end of the war in 1945, civilian train traffic had doubled from pre-war levels as some 15 million civilians moved to find work in the nation's growing industrial centers. Military traffic, however, put the greatest pressure on the rail network. Ninety per cent of all military freight and more than 97% of all military personnel in organized groups were moved by train.[9] This included more than 113,000 troop trains, as the total U.S. forces expanded from about one-half million in the late 1930s to over ten million by 1945. At the height of the war, a special troop movement started somewhere in the United States every six minutes. More than 200 troop trains operated daily throughout 1942-1943, in addition to the large numbers of troops moved in regular passenger trains.[10] "On average, nearly 1 million troops per month moved by rail."[11]

Yet for all the difficulties the rail companies encountered in transporting troops quickly and efficiently, the war had a silver lining: within the first year of the war, the railroads were transporting so many passengers that the rail companies were boasting record profits and looking forward to a prosperous post-war future. Rail traffic had reached such high levels that businessmen now speculated that "the railroads may emerge from the war no longer a debt-ridden industry whose fixed charges necessitate inflexible freight rates. In sounder economic health they may [even] be able to compete successfully with trucks and airplanes, proving themselves a progressive instead of an obsolescent part of the national transportation system."[12]

Salvation Army and USO Canteens

While the nation's political and business leaders moved quickly to mobilize the nation's military and industries, they understood from the very beginning of the war that national mobilization also required mobilization of the nation's volunteer forces. Roosevelt resisted the temptation to replicate some of the more heavy-handed propagandistic measures of World War I, but he did recognize that substantial efforts would be necessary to sustain morale and encourage civilians to volunteer to support the war effort. In June of 1942, the creation of the Office of War Information (OWI) ensured that American civilians received a favorable view of the war's progress. But even before the development of the OWI, Americans demonstrated confidence in an ultimate victory for the United States, and many Americans eagerly responded to calls to volunteer to assist in the war effort.

In some ways, the success of the nation's myriad volunteer efforts depended upon and reflected the widespread belief that volunteerism was central to the American way of life. But many Americans also genuinely believed that private organizations could and should perform tasks that, in other countries, were governmental responsibilities. During the war, patriotism spurred these citizens to devote more of their time and efforts to a variety of public initiatives, ranging from the organizing of war bond drives to the collecting of rubber for the war effort.[13] While supporting the troops was just one of many activities civilians embraced, it was, perhaps, the most high-profile of these volunteer efforts.

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[8] Sharp, Ned E., Cpl., Hq. Co. – 1st Bn 387 Inf. Camp Cooke, California. Postcard mailed from the North Platte canteen to his wife or mother, January 4, 1945. Private collection of Jeff Brown, Bolivar, Ohio.

[9] Joe Welsh, "All Aboard, Again," in *Railroads and World War II: Classic Trains Special Edition No. 6*. (Waukesha, WI: Kalmbach, 2007).

[10] Farrington, S. Kip, Jr., *Railroads at War* (New York: Samuel Curl, 1944).

[11] Welch, "All Aboard Again," 10.

[12] "Dollars Go Rolling Along," *Time*, October 19, 1942.

[13] William L. O'Neill, *A Democracy at War: America's Fight at Home and Abroad During World War II* (Cambridge: Harvard

Dennison was an ideal community for this type of volunteer work. As Gerald Gamm and Robert D. Putnam have demonstrated in their study of volunteerism in America in the pre-war period, "voluntary associations were more apt to flourish in small towns than in large metropolises" or predominantly rural communities.[14] Dennison, with its population of 4,500, fits into this pattern, and it seems likely that the town had a history and strong tradition of volunteerism in the period before 1939. The advent of the war and patriotic fervor spurred an increase in volunteerism in communities like Dennison across the United States as civilians and volunteer organizations took on new responsibilities.

The Salvation Army was an international volunteer organization, with roots stretching back to 1865. Beginning with the Boer War (1899-1902) in South Africa, the Salvation Army had established canteens and clubs to serve soldiers and sailors in both war zones and on the home front. The organization had also played an especially prominent role in World War I both on the home front and in the European theater between 1914 and 1918. During that war, Salvation Army volunteers clearly defined their role as "bridging the gap between home and the battlefront." To remind troops of the comforts of home, volunteers, both in Europe and the United States, provided American and non-American soldiers and sailors with fresh baked goods. The doughnut, in particular, took on a special significance as volunteers "baked anywhere from 2,500 to 5,000 doughnuts a day." Strongly associated with the Salvation Army, this doughnut baking program "was so popular, it was resurrected during World War II and later turned into a national fundraiser."[15] During World War II, the Salvation Army remained one of the nation's more high-profile volunteer organizations. Its role in assisting the nation toward victory was such that even First Lady Eleanor Roosevelt participated in Salvation Army events, indirectly encouraging women across the nation to join in the organization's work to provide the troops with the comforts of home.[16]

In 1942, the Salvation Army combined with five other prominent volunteer organizations to create the United Service Organization (USO). President Roosevelt was elected honorary chairman of this new volunteer organization which brought together the combined efforts of the Salvation Army, Young Men's Christian Association (YMCA), Young Women's Christian Association (YWCA), National Catholic Community Service, National Jewish Welfare Board, and the National Traveler's Aid Association. This new organization was tasked with providing support for the nation's military. Support took the form of recreational centers where soldiers and sailors could see movies, dance with local girls, or just find a quiet space to write a letter. Along with these activities, both the USO and the various organizations under its umbrella also continued to provide the troops with simple basics such as a cup of coffee and fresh baked goods at their various canteens.

During the war, in cities and stations across the country, as many as 125 canteens and USO lounges were opened to provide refreshments and relief to servicemen on their long journeys to training camps and embarkation ports. Approximately 45 or so of these canteens were station platform canteens run by volunteers, and it is those that "stand out in national memory – and in the memories of the servicemen they served."[17] The Pennsylvania Railroad alone had special facilities for servicemen, USO lounges or canteens, at more than 20 of its stations. These included facilities in the rail stations of New York City, Philadelphia, Baltimore, Washington, Pittsburgh, Chicago, St. Louis, and Detroit.

University Press, 1993), 130.

[14] Gerald Gramm and Robert D. Putnam, "Voluntary Associations in America, 1840-1940," *Journal of Interdisciplinary History* 29, no. 4, *Patterns of Social Capital: Stability and Change in Comparative Perspective: Part II* (Spring 1999): 548-549.

[15] James Ciment, Ed., *The Home Front Encyclopedia: United States, Britain and Canada in World Wars I and II* , (Santa Barbara, CA: ABC-CLIO, 2007), 453.

[16] Doris Kearns Goodwin, No *Ordinary Time: Franklin and Eleanor Roosevelt: The Homefront in World War II*, (New York: Simon and Schuster, 1995), 30.

[17] Hanson, Peter A., "A Slice of Home and a Cup of Joe," in *Railroads and World War II: Classic Trains Special Edition No. 6.* (Waukesha, WI: Kalmbach Publishing Co., 2007), 77.

Because of its strategic position on the nation's multiple rail lines, Ohio, had the largest number of trackside canteens of any state; the state had a total of 12 canteens. The state also boasted USO lounges and even cookie brigades (staffed by young girls) which served passing trains. In Ohio, as was true in other states, USO lounges were available only in the stations of the state's larger cities, Columbus, Dayton, and Cincinnati. Generally, the USO ran servicemen facilities in these larger cities, while the canteens in smaller towns across the country were volunteer efforts run by specific organizations such as the Salvation Army. The trackside canteen at Dennison was, in other words, more typical of the state's canteens. In addition to the Dennison canteen, smaller canteens on the PRR were active in the small towns of Alliance, Crestline, Galion, Lima, Bellefontaine, Springfield, Marion, and Troy.[18] Canteens were frequently located at railroad division points such as Dennison, as the need for crew and locomotive changes required longer stops than those that occurred at the intermediate stations.

By 1945, the Salvation Army boasted 5,000 clubs serving soldiers and sailors. These clubs, many of which were simple mobile units which could be quickly dismantled and moved, could be found worldwide. "We want any and all service men and women to feel free to drop in for information, for a free cup of coffee or milk and cookies," explained one of the Salvation Army officers in 1945.[19] And drop by they did; as a Zanesville, Ohio, newspaper explained to its readers, "to the men who are bearing the brunt of the current world-wide struggle…the Salvation Army means a smile, doughnuts and homemade coffee or tea."[20] By the end of the war, the widespread and international reach of the Salvation Army and its canteens meant that, whether traveling across the United States, or in the European or Pacific theater, most soldiers and sailors had been served coffee, tea, or doughnuts by a Salvation Army volunteer at some point.

For many of the nation's young soldiers and sailors, the coffee, tea, and doughnuts served by Salvation Army volunteers did much to ease their anxieties. Because the Depression had limited spending on travel, and because of the relative youth of many soldiers, marines, and sailors, many servicemen's first trip away from home was their trip to their military base for induction into the Army or Navy. Wary and apprehensive about their uncertain futures, these young men often struggled with feelings of loneliness and homesickness. The railroad canteens sponsored and staffed by volunteers, some of them young, pretty women, provided these young soldiers and sailors with a much-appreciated "touch of home" away from home.[21]

Creating the Dennison Canteen

The canteen at Dennison was initiated by Lucille Nussdorfer, and operated from March 19, 1942, through April 8, 1946, under the direction of the Salvation Army and a local citizens' committee.[22] Captain Edward Johnson of the Salvation Army originally served as the Salvation Army's representative in Dennison; in 1943, Johnson was moved to Zanesville, Ohio, where he was, according to the Zanesville paper, tasked with establishing a "canteen which, although unlike the famous one he originated at Dennison, will nonetheless serve a useful purpose." In Dennison, Adjutant Elizabeth Brooks replaced Johnson as the Salvation Army's representative.[23] Nearly 4,000 local volunteers, primarily women from an eight-county surrounding area, staffed the canteen in the station restaurant, and funds were collected to purchase food, coffee, and other supplies. Every troop train

[18] Ibid.
[19] "1000 Women to Serve Canteen," *Salt Lake Tribune*, May 18, 1945.
[20] "Salvation Army Serving Allied Service Men on Far-flung Battlefields all Over the World," *The Sunday Times-Signal* (Zanesville, Ohio), May 28, 1944.
[21] Emily Yellin, *Our Mother's War: American Women at Home and at the Front During World War II* (New York: Free Press, 2005).
[22] Hagloch, Henry C., *The History of Tuscarawas County, Ohio to 1956* (Dover, OH: Dover Historical Society, n.d.), 177-178.
[23] "Zanesville Salvation Army Captain Won Fame as Originator of Popular Railroad Canteen: Dennison Called Dreamsville by Soldiers Grateful for Hospitality of Canteen Ladies," *The Sunday Times-Signal*, March 14, 1943.

on the Panhandle line stopped at Dennison because it was a division point, and the commitment was made to offer free refreshments to servicemen at any hour of the day or night. Whether it was troops headed for basic training or overseas deployment, returning veterans, or wounded on hospital trains, all were served. "For the next four years, day and night, in fair weather and foul, the volunteers met every passenger train that came through Dennison." This entailed twenty shifts a day with over a thousand men being served daily. In total, more than 1.3 million troops, which represented 13% of all troops, were assisted at Dennison at some point during the war. [24]

Since smaller communities like Dennison (population 4,500) had fewer resources available than the larger cities, operating canteens in them required greater sacrifices of time and donated food already restricted by rationing. Although the population of the town of Dennison itself was very small, women from "various towns of Tuscawaras County [contributed] to the cause," adding their rations as well as other items to those provided by Dennison's residents. After ration coupons for scarce sugar, coffee, and meat were collected, meat was stretched by making it into ham or chicken salad sandwiches and thousands of cookies, cakes, and pies were baked. Women from several surrounding towns and communities also helped staff the canteen which was open from 3AM to 1AM. Funds to provide soldiers and sailors with a variety of treats were also raised from over 30 churches and other organizations as well as through dedicated fund-raising campaigns. [25]

By 1943, the fame of the canteen had become so widespread that Captain Johnson of the Salvation Army was able to tell local reporters that they had "received checks from people and corporations in such distant cities as New York and Detroit." Many of these checks came from people who had been aboard a train which passed through Dennison; others came from people who had never stopped in Dennison but had heard of the canteen from those who had. As the face of the Salvation Army in Dennison, Johnson himself became a well-known character. He told local reporters that on trips back East, he had found himself being approached several times by soldiers and sailors on the street who "remembered him as the man who had managed the Salvation Army canteen" in Dennison. Johnson also noted that he had received letters and notes from American soldiers stationed in places ranging from Australia to Hawaii, Africa, and England.[26] Stories about the canteen had also appeared in newspapers as far afield as Pittsfield, Massachusetts, and newspapers wrote about how the small Dennison canteen "rival[ed] New York's Stage Door Canteen and Chicago's Service Center."[27]

As was true at other similar Salvation Army canteens, service members at Dennison were treated to not only food but also cigarettes and magazines free of cost. To ensure that all military passengers were served, the Pennsylvania Railroad adopted a policy of sending word ahead to "notify the canteen how many soldiers to prepare for on each train." During the seven to eight minutes while the train was stopped, soldiers and sailors were served food and drink while magazines and cigarettes were put on board.[28] Originally, "girls toured the station platform with trays until carts on wheels were built to stand the added load of chewing gum, candy, cigarettes, ice cream, playing cards and fruit. The soldiers dubbed [these carts] the 'crash wagons."[29] The canteen itself became so well known and appreciated nationwide for the obvious concern and caring of its volunteers that the town was popularly known among the military as "Dreamsville, U.S.A." In referencing the popular Glenn Miller song, which was released in 1941, soldiers and sailors were clearly seeing in Dennison's idyllic and rural setting a physical manifestation of the purported virtues of small-town life in America; as

[24] Hansen, "A Slice of Home and a Cup of Joe," 75.

[25] "Zanesville Salvation Army Captain Won Fame as Originator of Popular Railroad Canteen: Dennison Called Dreamsville by Soldiers Grateful for Hospitality of Canteen Ladies," *The Sunday Times-Signal*, March 14, 1943. "Water Stop on Railroad Oasis for Soldiers," *The Berkshire Evening Eagle*, (Pittsfield, MA), December 22, 1942.

[26] Ibid.

[27] "Water Stop on Railroad Oasis for Soldiers," *The Berkshire Evening Eagle*, (Pittsfield, MA), December 22, 1942.

[28] Ibid but see also "North Platte Canteen Serves Thousands Without Cost," *The Sheboygen Free Press*, August 19, 1944.

[29] "Water Stop on Railroad Oasis for Soldiers," *The Berkshire Evening Eagle* (Pittsfield, MA), December 22, 1942.

wartime propaganda often reminded them, it was this ideal vision which the nation's soldiers and sailors were fighting to preserve.

> Because of the canteen, Dennison's depot was remembered fondly by men from across the country, and they carried its reputation around the world and back again. By the time Elizabeth Brooks locked the doors on April 7, 1946, the Canteen had served 1.3 million cups of coffee, 1.6 million cookies and donuts, more than 2 million sandwiches, all to 1,319,439 service men and women. The volunteers had chalked up 601,520 hours of service.[30]

Domestic Ideology and Female Canteen Volunteers

As had been true in World War I, women's contributions were crucial to the war effort. The war witnessed a mass mobilization of women, with 140,000 women enlisting in the WACs (Women's Army Corps); 100,000 serving in the Navy's WAVES (Women Accepted for Volunteer Emergency Service), and 39,000 serving in the Coast Guard and Marine Corps. More than 6 million women also entered the labor force during the war. Among the many women who did not enlist in the military or enter the paid workforce, "volunteering through such organizations as the Red Cross, the USO and the Office of Civilian Defense was their avenue to involvement" in the war effort.[31]

Although Rosie the Riveter was a staple and ubiquitous image of wartime propaganda, both wartime imagery of women and women's roles were more complex than this simple image would seem to indicate. Propagandists did, indeed, seek to "evoke…an image of strong women" but they also very much encouraged women to remain within the homemaker role.[32] Unlike women workers in shipyards and other industries associated with men, volunteer women canteen workers, such as those who staffed the Dennison Canteen, did not challenge the status quo in terms of gender roles. As Meghan Winchell notes "mending shirts, baking cookies, and 'listening' were hardly revolutionary undertakings for middle-class women in the early 1940s…and their activities did not threaten the patriarchal order or existing gender or sexual norms."[33] These women were, in other words, the ideal American woman.

Volunteerism and sustaining morale during war were and had traditionally been seen as "women's peculiar concern."[34] Upper- and middle-class women usually had more time to devote to these causes than their working-class counterparts. In Dennison, the odd hours of the various shifts, because of the fact that the Dennison canteen needed to be staffed almost around the clock, and the relative absence of wartime industries such as ship building and munitions making ensured that working in the canteen was a volunteer activity dominated by middle-class women or, at the very least, women with few obligations outside the home.

Typically, the women who staffed USO and Salvation Army canteens were older women who were themselves mothers or wives of servicemen. According to the Salvation Army, servicemen especially "appreciated the presence of these mature sympathetic women. Lonely boys, homesick boys, troubled boys with personal

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[30] Hansen, "A Slice of Home and a Cup of Joe," 80.

[31] Emily Yellin, *Our Mother's War: American Women at Home and at the Front during World War II*.

[32] Maureen Honey, "The 'Womanpower' Campaign: Advertising and Recruitment Propaganda during World War II," Frontiers: A Journal of Women Studies, Vol. 6, No. ½, (Spring 1980), 52; See also Neil A. Wynn, "'The Good War:' The Second World War and Postwar Society," *Journal of Contemporary History*, Vol. 31, No. 3, (July 1996): 475.

[33] Meghan K. Winchell, "To Make the Boys Feel at Home: USO Senior Hostesses and Gendered Citizenship," *Frontiers* 25, no. 1 (2004).

[34] Mary McBride quoted in Meghan K. Winchell, "To Make the Boys Feel at Home: USO Senior Hostesses and Gendered Citizenship," *Frontiers* 25, no. 1 (2004): 192.

problems will talk by the hour to them." The stop at Dennison was too short for these young soldiers to engage in prolonged conversation, but the Salvation Army was well-aware that the many young men who told canteen volunteers "you look a lot like my mother" were simply looking for a reminder of home. They found that reminder in the older women and baked goods they found in Dennison.[35]

Historians have argued that the homey and feminine atmosphere of USO lounges and Salvation Army canteens provided a marked contrast to the very masculine culture of the military. Even as soldiers and sailors were traveling to be inducted into the masculine armed forces, USO lounges and Salvation Army canteens provided them with an idealized vision of the American home in which men's and women's roles were clearly defined. The ubiquity of the idealized "homey" atmospheres found in the nation's many canteens demonstrates the complexity of gender roles during this period; it also provides insight into understanding the rigidly defined gender roles in post-war America. Heavily gendered public spaces, such as Salvation Army canteens and USO lounges, clarify why post-war society was characterized by highly structured gender roles---Rosie the Riveter notwithstanding, traditional gender divisions were very much the norm in wartime America. Moreover, as many women continued to play domestic roles throughout the war, the pressures of war created nostalgia for a peacetime normalcy in which the home served as a sanctuary from the demands of the public sphere and women were relegated to the roles of caregivers.

Comparable Canteens

Although the Salvation Army and other various volunteer organizations sponsored canteens to serve soldiers and sailors, the canteens at North Platte, Nebraska; New York City; and Dennison, Ohio, served more troops than any others. Of these three canteens, only the Dennison canteen remains. The North Platte canteen was demolished in 1973, and the New York City canteens have also all been demolished.

Of the many Ohio trackside canteens, none remain except for the one at Dennison. The Lima canteen operated out of a small "temporary" building through the Vietnam War, probably longer than any other canteen in the country. However, this canteen was closed in 1970, and the small building was dismantled and reassembled in a farm field to use for storage. Its original site in Lima is vacant.[36] The Bellefontaine canteen on the former New York Central System, the opening of which was inspired by the Dennison canteen, operated out of two small buildings that no longer exist; a small historical marker marks this site.[37] In Galion and elsewhere, canteens were short-lived and did not survive the war.

Dennison's Pennsylvania Railroad depot is the only surviving station in the United States that still reflects its role as a World War II canteen. It is a symbol of the contributions made by railroad canteens and their volunteers in unified support of America's massive military mobilization and war effort, serving its millions of "boys" in uniform as well. Despite some losses of interior elements, the Dennison Depot retains integrity of location, design, setting, materials, workmanship, feeling, and association; it still conveys its significant history as the third most active canteen in the United States on the railroad line that carried more wartime freight and passengers than any other line in the United States.[38] The Depot's canteen which was staffed, as were most wartime canteens, by women also serves as a physical manifestation of the continuation of a gendered society throughout World War II. While Rosie the Riveter and her sisters in other wartime industries have received a

[35] Brigadier William J. Parkins (Salvation Army) quoted in Meghan K. Winchell, "To Make the Boys Feel at Home: USO Senior Hostesses and Gendered Citizenship," *Frontiers* 25, no. 1 (2004): 196.

[36] Cauchon, Dennis, "Volunteer Armies of Women Served Military, With a Smile," *USA Today*, October 18, 2007.

[37] Trostel, Scott D., *The Columbus Avenue Miracle: Bellefontaine, Ohio's WWII Free Serviceman's Canteen* (Fletcher, Ohio: Cam-Tech Publishing, 2005), 20.

[38] Ball, Don, Jr., and Roger E. M. Whitaker, *Decade of the Trains, the 1940s* (Boston: New York Graphic Society, 1977).

great deal of attention in recent years, the canteen at Dennison provides insight into the complexities and variations of women's roles during the war.

Conclusion

Previously listed in the National Register of Historic Places at the national level of significance (2007), the Dennison Train Depot and Baggage Room is nominated for National Historic Landmark designation under NHL Criterion 1, properties that are associated with events that have made a significant contribution to our past. As the most significant remaining example with integrity of a railroad station canteen catering to American servicemen, the Dennison Depot played an important role not only in the war itself but also in the changes which occurred after the war. The canteen is an illustration of the efforts of volunteers, efforts that were central both to the sustainment of morale during the war and the eventual victory over the Axis powers. The depot and its canteen also provide a graphic reminder of the movement of millions of Americans during and immediately after the war.

The years of American involvement in World War II, 1941-1945, witnessed the transformation of the United States from an isolated nation still recovering from the Great Depression to the world's most dominant military and industrial power. American railroads played a vital role in the war effort, and railroad canteens, such as the one at Dennison, came to symbolize the nation's unity and support for the troops throughout the war. Along with these changes, the war years also sparked demographic changes on a massive scale. During the war itself, more than 30 million Americans, almost one-fourth of the population, moved.[39] After the war, as millions of Americans permanently moved to the Sunbelt states, the nation shifted demographically.

The events at Dennison played a critical role in these broad changes. Serving nearly 1.5 million United States servicemen during World War II, the volunteers at the Dennison Depot were part of a nationwide effort to provide the assistance necessary to ensure that servicemen could be rapidly deployed to training camps and ultimately to the European and Pacific theaters. By feeding military passengers, the canteen helped ensure that trains could transport troops rapidly on overnight and multi-day trips. But the canteen itself was also clearly a morale booster. As the numerous articles discussing the canteen illustrate, Americans saw the events at Dennison as a representation of the "can-do" American spirit, and it was this spirit which Americans saw as central to winning the war.

For many of the soldiers, sailors, and marines who had grown up in the nation's tenements, on its ranches and farms and in its small towns and cities, the train trip to a training camp was their first trip outside their immediate region. Exposed for the first time to the nation's extraordinary diversity, these men saw sights that "broadened their horizons" on each train trip across the United States. While Dennison was simply one of many stops on these train trips, its canteen and its volunteers made it a memorable stop, one which servicemen remembered even after they had been shipped abroad. Despite its small size, Dennison and its Salvation Army volunteers also played a disproportionate role in fostering morale during the war. As the physical representation of "Dreamsville, USA," the ideal American small town, Dennison served as a visible and dramatic reminder of the America which the military was sworn to defend. Dennison, its Salvation Army Canteen, and its volunteers became, in other words, a stand-in for the idyllic town pictured so often in American war propaganda.

[39] *World War II and the American Home Front* (National Park Service, 2007), 41.

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Previous documentation on file (NPS):

___ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
_X_ Previously Listed in the National Register. 09/08/1976
___ Previously Determined Eligible by the National Register.
___ Designated a National Historic Landmark.
___ Recorded by Historic American Buildings Survey: #
___ Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

_X_ State Historic Preservation Office
___ Other State Agency
___ Federal Agency
___ Local Government
___ University
___ Other (Specify Repository):

10. GEOGRAPHICAL DATA

Acreage of Property: less than one acre

UTM References:	**Zone**	**Easting**	**Northing**
	17	471800	4471120

Verbal Boundary Description:
The boundary of the nominated property is shown as the dotted line on the accompanying sketch map. This boundary includes two noncontributing resources, a railroad car and a building addition, within the dotted line. Beginning at a point on the southeast corner of the junction of Center Street and North Fourth Street, the boundary extends south 45 feet to the first through railroad track. The boundary follows the north side of the track eastward to the end of the brick platform opposite the southwest corner of Center and North Fifth Streets, and then extends northward 45 feet to the south side of Center Street. It then follows the south side of Center Street westward to the point of origin.

Boundary Justification:
The boundary includes the depot, baggage room, freight platform, and passenger platform abutting the depot, property historically associated with the Pennsylvania Railroad Depot during its use during World War II. This boundary excludes all of the railroad cars east and west of the depot platform except one because they were not present during the period of significance.

Draft

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NATIONAL HISTORIC LANDMARKS PROGRAM
November 18, 2010

Draft

View of northwest elevation of depot looking southeast. Photograph by Gerald Wilson, 2008-2009.

View of north elevation of depot looking southeast showing area originally open between the tracks and Center Street. Photograph by Gerald Wilson, 2008-2009.

View of north elevation of depot looking southwest showing area originally open between the tracks and Center Street. Photograph by Gerald Wilson, 2008-2009.

View of southwest elevation of depot looking northeast. Photograph by Gerald Wilson, 2008-2009.

View of south entrance of depot facing railroad tracks. Photograph by Gerald Wilson, 2008-2009.

South elevation of depot showing architectural detail and signs reproduced from the originals. Photograph by Gerald Wilson, 2008-2009.

Aerial view of depot and surrounding buildings in Dennison. Photograph by Gerald Wilson, 2008-2009.

Interior view of lobby showing the museum ticket window, also used for the depot office. Photograph by Gerald Wilson, 2008-2009.

View of Trax Diner Restaurant located at the west end of the depot. Photograph by Gerald Wilson, 2008-2009.

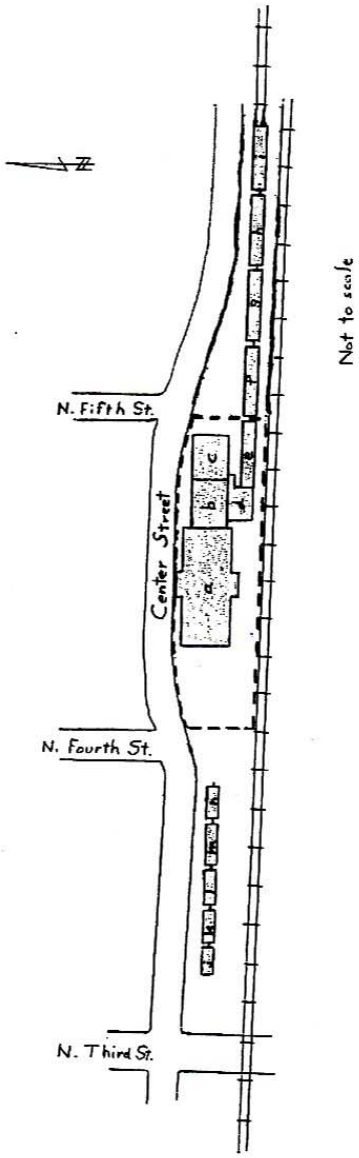
View of baggage room looking east. This room was originally open space from the tracks to Center Street. Photograph by Gerald Wilson, 2008-2009.

View of media room. This room was an addition to the original structure. Photograph by Gerald Wilson, 2008-2009.

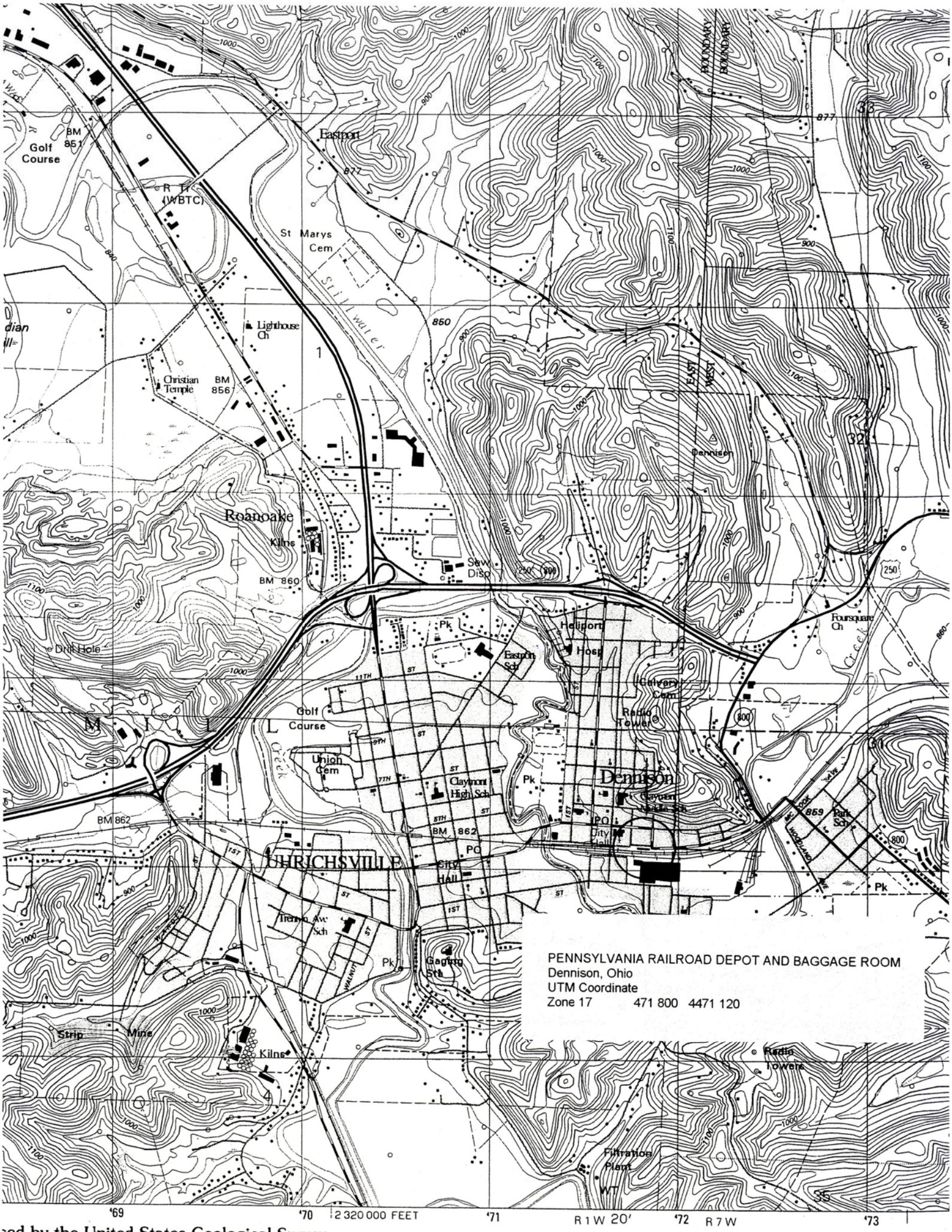
The extreme east room of the depot looking east, showing various displays. This room was used as a gift shop for several years. Photograph by Gerald Wilson, 2008-2009.

Pennsylvania Railroad Depot & Baggage Room
Tuscarawas County, Ohio

Sketch Map



a. Depot
b. Freight room
c. Baggage room
d. Addition
e. PRR parlor car
f. B&O coach
g. Hospital car
h. L&N sleeper
i. NYC baggage car
j. Fireless steam loco.
k. Tank car
l. Box car
m. Flat car
n. NKP caboose



PENNSYLVANIA RAILROAD DEPOT AND BAGGAGE ROOM
Dennison, Ohio
UTM Coordinate
Zone 17 471 800 4471 120

ced by the United States Geological Survey

SCALE