DEPOTS REDEFINED: AN ANALYSIS OF REHABILITATING HISTORIC RAILROAD DEPOTS IN INDIANA

A THESIS

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DEDICATION

This thesis is dedicated to my eternal companion, Betty Jo, and my darling daughter, Annalyse. Without your support and encouragement, this undertaking would have been far more daunting. Thanks for your love, patience, and support that you’ve given me while I have been working on this project and for the past two years of graduate school.
ACKNOWLEDGEMENTS

I would like to gratefully acknowledge Drs. Francis Parker, Ronald Morris, and James Connolly for advising and guiding me in creating this thesis. Your various areas of expertise and attention to detail have been invaluable. Thank you for dedicating your professional lives to enlightening minds, both young and old, from the four quarters of the earth and ensuring a better future not only for this nation, but the entire global community.

I also express gratitude towards the individuals and organizations that allowed me to document their efforts in rehabilitating historic railroad depots in Indiana. I would like to specifically thank Angie Pool of Cardinal Greenways, John Riley and Ron Ross of MartinRiley, and Jan Roestamadji of Art Association of Randolph County. Thank you for taking time out of your schedules to meet with me, answer my many questions, and allow me to photograph and document your beautiful buildings. Thanks are also extended to Craig Leonard, Betsy Jeffries, and Bruce Moore; three individuals whose expertise and passion for the preservation of historic railroad depots and other historic buildings provided a great deal of information and assistance in writing this thesis.
As long as I can remember, I have always had a fascination with anything having to do with railroads. When I was a child, I loved to watch *Shining Time Station*, a PBS children’s television show that took place in a fictitious historic railroad depot with beautiful murals, rich architectural details, and a cast of loveable characters who all cherished their depot for one reason or another. At this early age, I did not understand the role the railroad depot played in architectural and transportation history. In my hometown, population approximately 2,500, the local railroad depot had been converted into a crafts store. Today, this once significant center of transportation stands vacant and is slowly deteriorating. This same depressing scene can be seen in towns and cities throughout Indiana and the rest of the nation.

I first decided to write my thesis on the rehabilitation of railroad depots while visiting friends in Michigan in March 2009. While driving around the city where they live, I saw a historic depot that had been converted into a restaurant. It was at that moment that I decided to dedicate my thesis to discovering and describing how historic depots are being rehabilitated and saved from the wrecking ball and bulldozer.

This thesis has helped me gain a better understanding of not only the importance of the railroad depot in architecture and transportation history, but how various organizations have taken these buildings and rehabilitated them into useful places once again for today’s world and for future generations. I have also
learned a great deal about Indiana’s rich railroad heritage and the history and
evolution of the railroad depot itself as a building type. In Lawrence Grow’s book,
*Waiting for the 5:05*, Clay Lancaster wrote, “Broadly considered, the railroad
station was the focus of the community. The train station was the image of the
community, presenting at a glance something about its size, affluence, livelihood,
and social range of the citizens, and their taste in architecture.” Through various
revitalization efforts, train depots are being reintegrated into their respective
communities. The successful rehabilitation of railroad depots is dependent on
citizens and organizations that care about saving these architectural jewels and
are willing to invest in them not only for the present generation, but for
generations to come.

-Ryan W. Shrack
INTRODUCTION

The railroad passenger depot played a significant role in not only the transportation industry, but in the communities in which they were constructed. In countless small towns and large cities throughout Indiana and the nation, the depot served as the gateway to the community by which new arrivals came via train. The depot also served as a local social gathering spot and, in many cases, the place to get the latest newspaper or mail deliveries. A community’s railroad depot was a symbol of pride, which was evident by the significant level of architectural detail found in these transportation edifices. Over the course of the past fifty years, a vast majority of these architectural gems have fallen into disrepair, or worse, been demolished because it was believed that the depot could no longer fulfill a viable role in a post-railroad oriented society.

There have been multiple efforts to rehabilitate, or find a new use, for the railroad depot by both the private and public sectors. Although many valiant efforts have been made, there are still many historic depots in need of repairs, a new use, and/or in danger of demolition. Finding a new use that will successfully integrate the depot back into its surrounding environment, while striving to preserve the historic fabric of the depot and the site around it, takes a great deal of effort. The process of how organizations acquired and rehabilitated historic
railroad depots with a specific new end use in mind is the central question that will be answered in this thesis. Successful historic railroad depot rehabilitation can be accomplished as will be demonstrated in the case studies of this thesis.

From the central question, many other questions arose throughout the research process. Mainly, what advantages and disadvantages did the unique design of railroad depots pose in the rehabilitation process and how did the organization deal with the particular advantages/disadvantages? How was the depot platform/tracks area interpreted to help tell the original purpose of the building? How did the size of the depot influence the rehabilitation process and, ultimately, what type of end use was chosen by the organization carrying out the rehabilitation project? Did the size of community influence the rehabilitation project and what role did it play in the collaboration between the private and public sectors, as well as the nonprofit sector? These questions will all be addressed in the case studies and conclusion of this thesis.

By answering these questions, many important lessons were learned about how historic railroad depot rehabilitation projects are conducted and how they can be successfully accomplished. First, the organizations that acquired the historic depots in the case studies took advantage of the unique design of the railroad depot building type, specifically the large waiting room area. The depot platform/tracks were minimally interpreted, which proves it difficult to read the original use of the building. The size of the depot did have an influence on the resulting new end use and the size of community played a very important role in not only the rehabilitation process, but also the level and type of collaboration
between the private and public sectors, along with the nonprofit sector. This thesis will be helpful to individuals or organizations trying to rehabilitate historic railroad depots in Indiana by providing a basic understanding of this building type, its history, and practical suggestions for reuse based on case studies and the knowledge of many different individuals and organizations.
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 CHAPTER ONE: HISTORY OF THE RAILROAD INDUSTRY IN INDIANA

The development of the railroad industry in Indiana and throughout the United States was, in part, stimulated by the territorial growth of the United States in the early nineteenth century. By the conclusion of the War of 1812, the geographic outline of the United States looked quite different than it did at the end of the American Revolution in 1783, including the addition of 828,800 square miles that made up the Louisiana Purchase and the creation of five new states. From 1815 to 1830, six more states were organized, including Indiana, and the need for better transportation to these new western states became ever more present in the minds of the people.

The first means of transportation to these new western states were roads and canals. The Cumberland, or National, Road, the first federal road project in the history of the United States, was completed in August 1818 and stretched from Cumberland, Maryland to Wheeling, West Virginia (then Virginia).¹ Although this and other roads made traveling easier and more direct, it was far from being a pleasant and fast mode of transportation. In January 1823, Postmaster General Return J. Meigs, Jr. complained to the United States Congress that on a recent inspection he found “the western (being the newest)

part of the road...in a ruinous state, and being rapidly impaired.”² Meigs noted that he saw many rockslides and erosion so bad “that two carriages cannot pass each other.”³ Even with reports such as this, the National Road was a great success in terms of providing a way for people to get further into the interior of the United States.

The National Road was extended into Ohio, Indiana, and Illinois and reached Indianapolis in the mid-1840s. Another important road project in Indiana was the construction of a north-south road that connected the state from South Bend to Madison. This road, called the Indiana Michigan Road, was completed in the early 1840s and cost over $200,000.⁴ At one hundred feet wide and 265 miles long, this partially graded highway was passable about eight months out of the year.⁵ Other roads were constructed throughout the state, but during this time another mode of transportation was being developed and promised to be a better way to transport people and goods.

The canal, in the minds of many people, was the solution to faster transportation to the west. One of the greatest canal projects carried out in the United States was the construction of the Erie Canal in New York. Completed in 1825, the canal was 364 miles long and cost 8,000,000 to build.⁶ The Erie Canal was an instant financial success and by 1830, 1,277 miles of canal had been built throughout the United States.⁷ Canals reduced the cost of shipping and helped

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² Ibid., 4.
³ Ibid.
⁵ Ibid.
⁷ Ibid.
transport people and goods to places where there were no reliable roads. The pitfall of the canal was that it was very costly to construct. On average, it cost $20,000 to $30,000 to construct just one mile of canal.\textsuperscript{8} In Indiana, the General Assembly called for the construction of twenty-four canals in December\textsuperscript{1821}, but did not outline how to accomplish such a feat.\textsuperscript{9}

The construction of canals in Indiana proved to be a minimally successful business venture. Of the twenty-four planned canals in Indiana, only two were completed, the Whitewater Canal and the Wabash and Erie Canal. The Whitewater Canal stretched from Lawrenceburg to Hagerstown and was completed in 1847.\textsuperscript{10} The Wabash and Erie Canal, completed in 1853, connected to the Miami, Wabash, and Erie Canal at the Ohio-Indiana state line and traversed the state down to Evansville.\textsuperscript{11} A few miles of another canal, the Central Canal, were built in the late 1830s and located within the border of Marion County. Even with the construction of multiple canals and roads throughout Indiana and other parts of the nation, transportation was still relatively slow, dangerous, and expensive, but new innovations in transportation technology was about to change the way the United States moved in the nineteenth century.

The advent of the railroad permanently changed the transportation industry not only in the United States, but throughout the world. The first railroads were built in Great Britain, but the technology quickly spread to other parts of the world, including the United States. In 1828, work commenced on the

\textsuperscript{8} Ibid., 6.
\textsuperscript{9} Clayton, 284.
\textsuperscript{10} Ibid., 285.
\textsuperscript{11} Ibid.
Baltimore and Ohio Railroad, the first railroad in the United States. The groundbreaking ceremony, which took place in Baltimore on July 4, 1828, was attended by many dignitaries, including Charles Carroll, the last surviving signer of the Declaration of Independence. Carroll, who turned the first spade of soil at this monumental event, noted that he considered this act among the most important acts in his life, “second only to the signing of the Declaration of Independence.” The engineers who constructed the first American railroad decided to use the English standard track gauge: four feet eight and one-half inches. This track gauge would later become the standard for the entire nation.

By May 1830, the Baltimore and Ohio Railroad line extended thirteen miles west to Ellicott’s Mills, Maryland and passengers could make this trip by horse-drawn car. A steam engine was acquired for the line later in 1830.

The first steam engine built for sale in the United States was sold in the winter of 1830 to the South Carolina Canal and Railroad Company for $4,000. This railroad company operated a railroad line that ran from Charleston to Hamburg, South Carolina and, by October 1833, was the longest continuous railroad in the entire world with 136 miles of railroad. In 1831, the first railroad periodical, the *American Railroad Journal*, was founded by D. Kimball Minor and was filled with technical and engineering articles that helped spread the knowledge of railroad technology in the United States. Within six years after the

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Baltimore and Ohio Railroad began its operations, a total of 200 railroad lines had been chartered throughout the United States.\(^{16}\) A few of these 200 lines were chartered in the state of Indiana.

The Indiana General Assembly chartered eight railroads in 1832 and while none of them would ever come to fruition, some later railroads followed the proposed routes of the original eight.\(^{17}\) The first railroad constructed in Indiana was located near Shelbyville and was a little over one mile long. Built as a demonstration railroad, the Lawrenceburg and Indianapolis Railroad opened on July 4, 1834 and employed a horse-drawn car on wooden rails.\(^{18}\) Two years later, the Indiana General Assembly approved a massive, $10 million internal improvements program that included the construction of a state-owned railroad to run from Madison to Lafayette via Indianapolis.\(^{19}\) Although Madison was the second largest city in the state, the largest at the time being New Albany, it was about the closest river point to the newly founded state capital of Indianapolis.\(^{20}\)

Actual construction on the Madison and Indianapolis Railroad commenced in 1837 and the inaugural ride took place on November 29, 1838, when Governor James Wallace and other state officials rode the completed fifteen mile route from Madison to Graham’s Ford.\(^{21}\) The inaugural party was pulled by a steam engine called the Elkhorn, which had been borrowed from a

\(^{16}\) Ibid., 13.
\(^{18}\) Ibid.
\(^{20}\) Simons, 9.
\(^{21}\) Ibid., 5.
Kentucky railroad because the Madison and Indianapolis’s own locomotive had been lost as sea during a storm. Governor Wallace and the other dignitaries rode into Indiana history as the first passengers to be pulled by a steam engine in the state of Indiana. Work on the Madison and Indianapolis Railroad continued for another year until it was halted due to the impact of the economic panic of 1837.

Little progress was made on the Madison and Indianapolis Railroad until the state transferred the railroad to a private company in 1843. The railroad finally reached Indianapolis in October 1847. The arrival of the railroad transformed Indianapolis from a small town into a booming, industrial city. For example, within a few weeks after the railroad was completed to Indianapolis, the price of a bushel of wheat increased from forty to ninety cents, tens of thousands of hogs were delivered from Indianapolis to the slaughterhouses of Cincinnati, and a number of Indianapolis merchants became wholesalers serving all of central Indiana. A number of new homes, warehouses, and even a brick hotel were constructed in close proximity to the Indianapolis depot, which had been constructed in an area previously unsettled outside the original mile square city limits.

During the 1840s, the only other railroad to be constructed in Indiana was the Shelbyville Lateral Branch Railroad. At sixteen miles long, it was completed in 1849 and connected Shelbyville to the Madison and Indianapolis Railroad at Edinburgh. Between 1847 and 1849, three new railroads were chartered and

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22 Watt, 9.
23 Simons, 10.
24 Ibid.
work began on four other lines. By December 1849, Indiana only had a total of roughly 100 miles of railroad, but the next decades would witness an extraordinary growth in the state’s railroad industry.

From 1850 to 1900, the railroad industry transformed the state of Indiana in terms of transportation, population growth, and economic development. The railroad was responsible for the birth of multiple communities throughout the state and helped bring “civilization” to the frontier. In 1853, seven railroads radiated from Indianapolis and connected the state capital to the Ohio and Wabash Rivers and the states of Ohio and Illinois. Part of the great success of the railroad in Indianapolis was the creation of the first Union Depot, which opened on September 28, 1853. Located between Illinois and Meridian Streets, this facility allowed for multiple railroad companies to meet at one location to transfer passengers and freight rather than being spread out over multiple locations. During the 1850s, nearly 2,000 miles of railroad was laid throughout Indiana and the state ranked fifth nationally in terms of completed railroad mileage.

The massive expansion of the railroad industry took place not just in Indiana, but throughout the entire nation. During the last forty years of the nineteenth century, a total of 160,000 miles of railroad were built in the United States. This time period witnessed the completion of the first transcontinental railroad in the United States and North America, a monumental feat which made

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25 Sanders, 2.
26 Ibid.
27 Parker, 2.
transportation between the east and west coasts faster and more affordable. In Indiana, the number of railroad miles increased from 2,163 miles in 1860 to 4,454 miles in 1880.\textsuperscript{28} This time period was not only a time of expansion, but also a period of consolidation in the railroad industry.

Before 1860, there were multiple railroad companies operating independently from one another. During the latter half of the nineteenth century, many of these companies were absorbed into one of two railroad systems. In Indiana, many railroads became part of one of two rival systems, the New York Central System or the Pennsylvania System. The New York Central System was controlled by the Vanderbilt interests in New York City and the Pennsylvania System was controlled from Philadelphia. Each of these systems included a New York-Chicago main line, a New York-St. Louis mail line, a Cincinnati-Chicago line, and a significant number of branches to connect to smaller cities.\textsuperscript{29} Along with consolidation came standardization in the railroad industry, not only to railroad equipment, but also to railroad buildings.

By the start of the twentieth century, all but three of Indiana’s counties were served by at least one railroad line. The early twentieth century marked the climax of the railroad industry in Indiana and the United States. The national rail system reached its peak mileage in 1916 with a total of 254,000 miles.\textsuperscript{30} In Indiana, the railroads reached their peak number of operating miles in 1920 with

\begin{footnotesize}
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\item \textsuperscript{28} Sanders, 2.
\item \textsuperscript{29} Parker, 2.
\item \textsuperscript{30} Ibid.
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a total of 7,426 miles statewide.\textsuperscript{31} The era of railroad dominance in Indiana and nationwide lasted until the mid-twentieth century. The railroads survived the Great Depression and World War II, but change drastically in the decades following the end of World War II.

The decline of the railroad has been discussed in books and scholarly journals for nearly fifty years. Amongst the list of culprits responsible for the decline of the railroad are new innovations in transportation technology, namely the automobile and airplane, and the creation of the interstate highway system. The growth of the automobile industry and the construction of the interstate highway system drastically decreased the number of people using the railroad as a means of transportation. The United States Congress passed the Federal-Aid Highway Act of 1956 which commissioned the creation of 41,000 miles of interstate highways that linked many of the nation’s major cities together into one great network.\textsuperscript{32} Similarly, the interstate highway system, the trucking industry, and air transport systems had an impact on the railroad freight industry.

Trying to compete with the automobile and trucking industry, many railroad companies consolidated during the second half of the twentieth century. In February 1968, the New York Central and Pennsylvania Railroads merged into one company called Penn Central. This merger reached seventy-six Indiana counties and ranked first and second in terms of total railroad mileage in the

\textsuperscript{31} Simons, 41.
state. Even with consolidation, the railroad industry was not able to adequately compete. In June 1970, Penn Central declared bankruptcy and went into the history books as the largest corporate failure in the history of the United States.

During the 1970s, the railroad industry experienced an important, but limited changed. In response to the issue of trying to save the passenger railroad industry, the United States Congress passed the Rail Passenger Service Act of 1970, which called for the creation of the National Railroad Passenger Corporation. Commonly known as Amtrak, this corporation was a semi-public corporation with federal funding. Amtrak operations started in 1971 and included six routes through Indiana. Today, three Amtrak routes run through Indiana and make limited stops. Compared to passenger service, railroad freight service has steadily increased over the past twenty-five years and talks are ongoing to construct new high-speed rail networks that include building routes through Indiana.

The railroad industry has seen many changes over the course of its existence. In Indiana, the railroad was partially responsible for the dramatic growth of multiple cities and towns, including Indianapolis, and helped boost the economy during the nineteenth and early twentieth centuries. The railroad connected small towns to the rest of the world and helped farmers and businesses get their products to a larger market, which in turn fueled further local economic growth. In Indiana, the railroad industry represents a significant and important

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33 Simons, 73.
34 Simons, 73.
35 Ibid., 74.
part of state history and holds the possibility of a future where the railroad not only transports primarily freight, but is used to once again transport people throughout the state and rest of the nation.
CHAPTER TWO: DEVELOPMENT OF THE RAILROAD DEPOT IN INDIANA

It has been said that the railroad depot has “been to nineteenth century what monasteries and cathedrals were to the thirteenth century.”36 The railroad depots that were constructed during the nineteenth and early twentieth centuries represent a significant part of social and architectural history in Indiana and the United States. A town or city’s depot not only functioned as a physical place for the transfer of people and goods, but also stood as a symbol of community pride and a place where people could gather and feel connected to one another. For example, the railroad depot in Dunkirk, a small town located between Fort Wayne and Indianapolis, was a place where local citizens gathered to get scores and outcomes of games of the annual World Series over the telegraph located inside the building.37 At this juncture, it should be noted that the terms railroad depot and station are used interchangeably in this paper, although in actual railroad operating terminology a station could be a named location with or without an actual building.38

Before the birth of the formal depot building, trains stopped to pick up and drop off passengers and freight at simple ticket booths, open-faced sheds, or

36 Steven Parissien, Station to Station (London: Phaidon Press Limited, 1997), 7.
37 J. Robert Harshman, Fifty Years in a Small Town (Dunkirk, IN: Dunkirk Public Library, 1971), 6.
38 Parker, 1.
made stops at buildings that had been constructed for other purposes, such as hotels or stores and sold tickets at a specified location. The first true railroad depot constructed in the United States was built by the Baltimore and Ohio Railroad and located in Baltimore, Maryland. This small building was named Mount Clare and opened to the public in May 1830.\(^\text{39}\) Currently, a polygonal brick building occupies the space of the original depot and was constructed in 1851. This depot’s design was similar to that of a tollhouse on an early turnpike.\(^\text{40}\) The building was nothing more than a glorified ticket booth, but served as an important stepping stone in the development of a building type strictly designed for the purpose of serving as a facility for railroad passengers and freight.

Another early railroad depot was constructed in 1835 in Lexington, Kentucky. The Lexington and Ohio Railroad employed John McMurtry to create a railroad depot for its Lexington stop.\(^\text{41}\) McMurtry designed a two-story long, narrow brick building with a series of doors on the lower floor facing the tracks, which were suited to serving a chain of railroad cars and had a covered platform to protect passengers and freight from the elements.\(^\text{42}\) A feature that set the railroad depot apart from other buildings was the covered platform. The covered platform was transformed into the train shed or barn, which sheltered the train itself along with the patrons and freight on the platform. An example of this


\(^{41}\) *Ibid.*

\(^{42}\) *Ibid.*
design is the railroad depot in Lowell, Massachusetts. Constructed in 1835, this depot had:

“...four columns under a pediment at each end and ten columns down the side-classical elements also employed in many European stations. A single track ran behind the colonnade and occupied one-third of the floor area. The balance of the space was devoted to the platform and offices, which are not detailed in the architect’s drawing; perhaps the separation between architect and engineer was already in effect, the architect being responsible for proportion and the engineer for utility.”

Over the course of the next one hundred years, the depot building type continued to evolve from these early depot designs and utilized the popular architectural styles of their days, ranging from Italianate and Gothic Revival to Beaux Arts and Art Deco.

In Indiana, the earliest depots utilized the train barn depot design. The New Albany and Salem Railroad Depot in New Albany, constructed in 1850, was a two-story, brick building and had a Greek Revival style façade. A total of six tracks terminated inside the building, which was divided lengthwise into two sections, one for passengers and one for freight. This depot was the oldest surviving depot in the state, the only survivor of the train barn type, and the only true remaining terminal depot type, a type of depot with the tracks entering and stopping within the building. Unfortunately, this depot was demolished in the mid-1990s. As discussed in the previous section of this paper, the first Union Depot in Indianapolis was constructed in the train barn type and contained five

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44 Parker, 4.
tracks that passed through the building with trains entering through separate arched portals on either end.\textsuperscript{45}

While the train barn depot type provided shelter from the natural elements, this depot type tended to collect smoke and was not suited to house the rapidly increasing size of American trains. During the period of railroad expansion in the second half of the nineteenth century, more depots were constructed in Indiana than in any other time period. This period also witnessed the standardization of the railroad depot “around a series of functional depot types, each suited to specific contexts or locations.”\textsuperscript{46} These functional depot types can generally be categorized into one of the five different types: shelters, combination depots, local passenger depots, terminal passenger depots, and freight houses. These types are described in the 1893 reference book \textit{Buildings and Structures of American Railroads}, which was written by Walter Berg, principal assistant engineer for the Lehigh Valley Railroad and quoted in Francis Parker’s book \textit{Indiana Railroad Depots: A Threatened Heritage}.

The first depot type, shelters, were small structures and either open-fronted or provided a single enclosed, but unheated room for waiting passengers. The shelter type was the only passenger accommodation for large industries or other informal passenger pick up points or were used in conjunction with larger depots, predominantly when there was a platform on the opposite side of the tracks from the main depot.\textsuperscript{47} In Indiana, it seems that no passenger shelters

\textsuperscript{45} Ibid., 5.
\textsuperscript{46} Ibid.
\textsuperscript{47} Ibid.
have survived from this time period. The next type, the combination depot, combined passenger, freight, and office functions into one building, were the simplest of all the regular depot types, and were the most prevalent type of steam railroad depot constructed in Indiana.\textsuperscript{48} The combination depot was used in many small towns whose business did not justify the construction of separate passenger and freight depots.

In Berg’s 1893 reference book, the typical combination depot was:

“...eighteen or twenty feet wide and forty to sixty feet long. It was divided lengthwise into three rooms, passengers at one end, freight at the other, separated by a narrow office for the agent-operator. The freight section was the largest; it had sliding doors and often a raised floor and outside platform at freight-car-floor height. The office has a rectangular or polygonal bay window where the operator’s desk and telegraph key were situated, giving the operator a clear view of the track in both directions. The passenger section had wood benches around the walls and a ticket window in the wall of the agent’s office. The passenger room and agent’s office were typically finished in vertical matchboard siding; the freight room interior was unfinished. The combination depot was most often of frame construction, with a gable roof and broad overhanging eaves, often supported on ornamental brackets. Siding was typically board and batten, sometimes alternating with bands of horizontal or diagonal siding.”\textsuperscript{49}

The combination depot type, while not straying far from the above description, was designed and developed by individual railroad company engineering offices and not by outside architects. A number of combination depots are still in existence throughout the state of Indiana today.

The third type of depot is the local passenger depot. In towns and cities where there was enough railroad-related business, separate passenger and freight depots were constructed. The passenger depot was similar in design to the combination depot with the three room divisions, but the non-passenger end was

\textsuperscript{48} Ibid.
\textsuperscript{49} Ibid., 6.
usually reserved for baggage and express instead of freight.\textsuperscript{50} As noted by Francis Parker, the passenger depot’s interior layout was

“...more complex than that of the combination depots. The agent and operator’s office, with its bay window, was still usually in the center of the long rectangular building, flanked in the smaller depots by a waiting room and a baggage/express room. In larger depots there might be two waiting rooms—one for gentlemen and one for ladies—on either side of the office, with a connecting passageway. In these the baggage and express would be relegated to a small room at the end, or sometimes to a small separate building on the platform, linked by an extended canopy roof. Toilets, usually provided in passenger depots (unlike combination depots), were either at the far end of the waiting room or in a small block opposite the agent’s office along the corridor connecting two waiting rooms. Provision was made for central heat in the larger passenger depots, and a few had ornamental fireplaces.”\textsuperscript{51}

The local passenger depots were mainly constructed of the same materials as the combination depots, but in larger Indiana towns and especially county seats, these depots frequently used stone and brick rather than wood frame construction. This depot type was used in multiple communities throughout Indiana.

The terminal passenger depot is the fourth type of depot described and discussed in Walter Berg’s book. Terminal depots had a large number of tracks and platforms and “were either of the through type with tracks passing the building or of the true terminal variety with tracks ending at or inside the structure.”\textsuperscript{52} In Indiana, there are only a few examples of this type of depot. The last type of depot is the freight house. As evident in its name, the freight house was used to transfer and store freight shipments from railroad cars to local delivery wagons and trucks and vice versa.\textsuperscript{53} Freight houses were simpler in style.

\textsuperscript{50} Ibid.
\textsuperscript{51} Ibid., 7.
\textsuperscript{52} Ibid.
\textsuperscript{53} Ibid., 9.
than passenger depots, but were often larger in size than passenger depots. One of the oldest surviving freight houses in Indiana is located in Pierceton and is a brick depot constructed in 1867. These five depot types represent the vast majority of railroad depots constructed in Indiana during the late nineteenth and early twentieth centuries.

During the first thirty years of the twentieth century, depots were built in large numbers, with many of them replacing older ones that communities viewed as being unappealing and uninviting to newcomers. Following World War II, very few new depots were constructed in Indiana and the rest of the United States. In fact, over past sixty years, countless numbers of railroad depots have been demolished throughout the nation. In 1989, Francis Parker conducted a study to determine the number of depots still standing in Indiana. Out of approximately 1,500 depots in existence in Indiana in 1914, only 295 documented examples remained standing in 1989. By 1994, nineteen additional depots had been razed throughout the state, bringing the total down to 276.

Today, the railroad depot represents a past era of technological and social progress. For citizens living in the countless number of small Indiana towns at the turn of the nineteenth century, the railroad was the major connection to the outside world. The depot, much like the modern-day airport, was the facility by which people traveled the world and visited family and loved ones. The various architectural styles and components of the railroad depot represent a time when

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54 Ibid., 10.
ornamentation and decoration were admired and were symbols of a community’s status and pride. It is essential that these buildings not only be remembered and preserved, but put back into use so they can be revered by the current and future generations of humanity.
CHAPTER THREE: LITERATURE REVIEW ON RAILROAD DEPOT REHABILITATION

Through conducting a literature review on the subject of historic railroad depot rehabilitation, I found that the resources that discuss such rehabilitation efforts are a bit dated. It has been very difficult to find any recent publications that talk specifically about the rehabilitation of depots in Indiana or anywhere else in the United States. As seen below, most of these sources are at least thirty years old. I had hoped to find more recent sources that talked about successful adaptive reuse projects and techniques, but was unable to find any such sources. This being said, the following literature review has helped in defining how others have answered the question of how organizations have acquired and rehabilitated historic railroad depots with a specific new end use in mind.


This publication is a good resource for researching ideas on the adaptive reuse of historic train stations. Among the many topics that are covered in this publication, some of them are analyzing acquisition and rehabilitation costs, operating costs, various sources of funding from the government, private organizations, etc., and a discussion of various alternative uses. There are many
black and white pictures of rehabilitation projects, charts discussing cost analysis, feasibility, and other images, such as site maps, floor plans, and elevations.

Although this publication is over thirty years old, the basic principles still apply to today and have proven to be a good resource at looking at other examples of how to rehabilitate railroad depots. It includes case studies of historic railroad depots in Cincinnati, St. Louis, and Indianapolis.

This publication helped in formulating questions on what types of organizations have rehabilitated historic railroad depots and how they financed such undertakings. In this publication, the work of both nonprofit organizations and commercial developers was discussed and helped me become aware of various sources of aid available through the federal government. This publication helped in formulating the question on the role and interaction of members of the public, private, and nonprofit sectors in the depot rehabilitation process.


In this publication, the author discusses the Queen City Hotel; a railroad station built by the Baltimore and Ohio Railroad in the 1870s. The station had over 150 hotel rooms, a formal garden, ballroom, and a 400-seat dining room. A three story passenger station was added to the complex in 1912. The hotel closed to the public in 1964 and following a fire in 1969, the building was deemed a hazard. The Baltimore and Ohio Railroad Company decided to raze the building, but were met with resistance from historic preservation efforts and even a court battle, but ultimately efforts to save the building ended in failure, largely due to a
lack of community cohesion. Plans were made to preserve and restore the historic depot and the city mayor even supported the project, but a majority of the members of the city council were opposed to the project and the county commissioners even denied a grant in the amount of $100,000 from the federal government to restore the depot. The judge involved in the case did not favor the preservationists on the grounds that they lacked the means to accomplish the restoration project. The historic station was demolished in 1972.

This publication is just one example of the failed attempts of historic preservation groups to save historic railroad buildings and structures. It illustrates the real fight that exists between railroad companies, private organizations, and others in the process of saving and rehabilitating historic railroad buildings. This helped me create questions regarding the relationship between the organization involved in the depot rehabilitation projects and other members in the public and private sectors, as well as the nonprofit world. In the case of the Queen City Hotel, there was a lack of community cohesion to successfully save and rehabilitate the historic building. The role of the local government was also an important factor in the fight to save the depot. Many members of the local government in the case of the Queen City Hotel were opposed to the proposed rehabilitation project and even refused federal funds that would have helped save the building. As part of the case studies, the role and involvement of the local governments in saving and rehabilitating the depots will be analyzed.
This article was written by an art history professor at the University of Cincinnati in defense of preserving the Cincinnati Union Station. The author discusses a history of the station and the events leading up to the pending demolition of the station. He talks about the various campaigns to save the station and why saving the building is so important. Reading about these campaigns helped me learn about the different types of funding and ways of building community cohesion. The campaigns included pamphlets, radio commercials, and newspaper advertisements. There are a few black and white pictures that help the author demonstrate his points. This was a good resource to analyze one example of how a railroad depot in a major city was saved from destruction and how members of the community worked together to save the building.

This and the subsequent article by Weisberg helped me understand the role of a non-preservationist, i.e. art historian, in the rehabilitation process and helped me in writing questions that dealt with how to get non-preservationist involved with saving historic railroad depots. There are other aspects of historic railroad depots besides architecture that can cause people to get involved and have a desire to find a new use for historic depots. In the case of Cincinnati’s Union Terminal, a strong citizens’ campaign to preserve the building as a symbol
of artistic ingenuity and the city’s cultural heritage (and not simply because of the building’s architecture) helped save the building from demolition.


This article was written by an art history professor at the University of Cincinnati and is a follow-up article to the article listed above. In this article, the author discusses the developments that have taken place since the previous article was published. The major aspect of this article centers on the actions that took place to preserve several of the historic mosaics in the train station. There are several black and white images that document the preservation process. As stated above, this article assisted me in gaining a better understanding of how to adaptively reuse and rehabilitate a railroad depot in a major city.


This preservation plan was written just before Amtrak ended service at the Pennsylvania Station in Fort Wayne. When it was written, Amtrak was discussing plans to stop service and various local parties were looking at what to do with the station. Along with telling the history of the station from its construction through the end of the 1980s and describing the physical condition of the building, it discusses a proposal for rehabilitating the station into an international cultural center. The plan outlines the acquisition, physical
rehabilitation, and financial analysis of completing the rehabilitation project and offers some very interesting insight into a plan that never came to fruition.

A discussion of tax incentives has helped me gain a better understanding of how much the proposed project was going to cost and how to finance station rehabilitation. It also was instrumental in formulating questions to ask Martin Riley (current owner of the building) about their rehabilitation costs and how they financed the work that they did to the station. One of the greatest problems that the plan tackles is the lack of on-site parking. The authors suggest acquiring some of the vacant land owned by Conrail and Norfolk Southern to the south of the rail corridor or using some parking lots across the street from the station. Regrettably, these suggestions were ignored and an adjacent historic railroad building was razed to make way for the creation of a large parking lot west of the station.


Although it is dated, this publication is a very good resource for looking at how to go about reusing historic train stations. It reviews the various steps of acquiring a train station and how to reuse it. As part of this process, it talks about different tax credits available to communities. I compared the list of tax credits and various programs discussed in the book with the types of funding that the various case study depots used in the rehabilitation process. I was able to ask
questions to the individuals that I interviewed about why they did or did not seek funding from various sources discussed in this publication.

An important aspect of this publication is the analysis of rehabilitation and design options. In each case study, the author analyses how the buildings were modified and the attention paid or not paid to preserving historic fabric in the stations. By reading the authors analyses of how each station was rehabilitated and how that affected the historic integrity of the building, I was able to prepare questions to ask each organization on how they treated the historic elements in the rehabilitation of their respective historic depots.


This publication accompanies the publication listed above. It discusses multiple successful adaptive reuse projects involving train stations in multiple states throughout the country. It evaluates the process that each train depot went through and what each one is being used for today (1978). The book uses case studies from around the United States and includes case studies from Ann Arbor, Michigan, Lincoln, Nebraska, Ogden, Utah, and Duluth, Minnesota.

Another source of information that I read came from other theses written by fellow students at Ball State University. Upon review, three theses were of particular interest and are available through the Ball State University Library. The titles of the related works are as follows: “The Railroad Roundhouse of
Frankfort, Indiana” by Kristi Hamilton (2005), “An Adaptive Use Study of the Pennsylvania Station at Fort Wayne, Indiana” by Craig Leonard (1988), and “Pennsylvania R.R. Station, Richmond, Indiana: A Proposal for Reuse and Survey of the Field” by Alan Conant (1988). All three of these works discuss the rehabilitation of railroad-related buildings and have provided additional insight into the various types of rehabilitation, sources for funding such projects, and why preserving these particular buildings are important.

In the case of the theses by Leonard and Conant, detailed proposals are given on how to rehabilitate the two depots in question. Leonard deals with rehabilitating the Pennsylvania Railroad Station in Fort Wayne into a language and cultural training center for an organization in Japan that was contemplating the creation of such a facility in Fort Wayne. He developed a physical reuse plan, along with a financial feasibility study that has proved to be quite helpful to me in seeing how the building could have been rehabilitated. The cost analysis helped me write questions to ask Martin Riley about how they were able to rehabilitate the building and how they make the building financially successful.

In Hamilton’s thesis on the roundhouse in Frankfort, Indiana, she discusses the problems unique to rehabilitating historic railroad buildings, specifically roundhouses. The information gleaned from her thesis can be applied to historic railroad depot rehabilitation projects. She talks about the difficulties in securing an organization to take care of the structure, as well as finding a new use for it. She discusses options for reuse, including the use as a railroad museum or commercial/retail space. Although the roundhouse is very
different in terms of design and function, the description of new uses was helpful in understanding how other railroad-related buildings can be saved from demolition and reused.

Through conducting a literature review, I have made several discoveries. First, there is a wealth of information to be found on the history of the railroad industry in Indiana and the United States and the development and evolution of railroad depots. Secondly, information on the rehabilitation of railroad depots and how to go about such projects is somewhat limited. I expected to find a lot more information on this subject. While a majority of the sources discussed in this literature review are over thirty years old, this poses no major problems in the overall analysis of depot rehabilitation projects.

The lessons learned thirty years ago are still applicable in today’s world. These sources emphasize the fact that there is no one-size-fits all method for rehabilitating depots. The theses that I read were very helpful in understanding recent trends in railroad building rehabilitation efforts and how to conduct good case studies. These sources were useful in helping me create the central questions discussed in the introductory chapter of this thesis, as well as the list of interview questions that I asked each individual I interviewed while conducting my case study research. A list of the interview questions can be found in “Appendix C: Interview Questions for Art Association of Randolph County.”
CHAPTER FOUR: METHODOLOGY FOR CASE STUDIES

Case studies are an important and valuable tool in the research process and have proved to be very worthwhile in writing this thesis. The case study as a research tool is used to help the researcher analyze real-world experiences and apply them to his or her hypothesis or theory. David Jacques, a higher education professor, has said the following:

“...The case study is in a sense a kind of simulation of a real-life situation in which the experience is secondhand and probably condensed. The important merit of the case study is that it allows a problem to be studied in a complex form, including elements of real-life events which it might be impossible to reproduce in the classroom. Case studies open up opportunities for role play where it becomes necessary to shed light on particular encounters rather than general issues. The main virtue of case studies is the way in which they can efficiently integrate a wide diversity of subject matter.”56

In other words, the case study allows one to study a problem in a complex form and to draw conclusions based upon his or her observations. Case studies help support the thesis of a researcher by providing real and living examples that the researcher can discuss and analyze.

Another aspect of case study research is the use of “thick descriptions.” This term was used by anthropologist Clifford Geertz to describe his own method of doing ethnography, or the study of people and place, in his book The Interpretation of Cultures. In essences, thick description seems to be a fully

extended description of a certain situation or object; however, as the author extends his understanding of ethnicity and relates it to the uncovering and revealing role of thick description, one starts to understand that beside characterizing, thick description allows individuals to grasp a different culture or individual.\textsuperscript{57} In other words, thick description works as a “cultural glass door” because it does not give you full access to that ethnicity, but it lets you observe it. Since “cultural analysis is intrinsically incomplete,” thick description reminds us that there is a limit in our studies of ethnography. In other words, in the same way that the glass door gives a limited access to what is being shown, thick description will at one point reach an end and might gives us the incomplete feeling mentioned by Geertz.\textsuperscript{58}

At any rate, the use of thick descriptions can help the researcher gain a better understanding of the environment he or she is studying and learn about why certain events took place or why certain actions were or were not taken during a critical situation. The case studies in this thesis are “thick descriptions” because they tell the story of each depot rehabilitation project, from start to finish, and attempt to incorporate the role of each of the key players, the problems inherent to depot rehabilitation, and the lessons learned from carrying out such projects. The incorporation of these two elements of research, case studies and thick descriptions, has provided the framework by which the central questions of this thesis will be answered.

\textsuperscript{57} Clifford Geertz, \textit{The Interpretation of Cultures} (New York: Basic Books, 1973), 8.
\textsuperscript{58} Ibid., 29.
When planning for the case studies section of this thesis, I knew that it would be critical to get a broad range of perspectives and experiences related to railroad depot rehabilitation efforts in Indiana. The central question that I developed, as stated in the introduction, is “How have organizations acquired and rehabilitated historic railroad depots with a specific new end use in mind?” The question then evolved into “How is the unique nature of this building type being used today and how has each organization that now operates these depots taken advantage of and/or dealt with the unique nature of the depot building type and attempted to interpret the building as a historic railroad depot?” Finally, I decided to focus on analyzing two unique aspects of the depot building type and how they are used and interpreted today: the main waiting room and the relation of the depot to its platform/tracks area. This analysis, coupled with the overall rehabilitation process, provided the framework for my case studies.

There are several examples of rehabilitated historic depots throughout the state to analyze, but I decided to focus and analyze three different depots in three different communities. The aspect of community is important because each community has its own set of resources and has reacted differently to the rehabilitation of their local depot. The smallest community I looked at was Union City, which has a population of approximately 3,300 people and a historic depot that has been rehabilitated into a cultural arts center. The largest community I looked at was Fort Wayne, which has a population of approximately 256,000 people and a large historic station that has been transformed into two commercial spaces, as well as a festival/community space. The other community,
Muncie, has a population of approximately 70,000 people and a depot that is now part of a regional rails-to-trails organization and serves as this organization’s headquarters and interpretive center.

In 1989, as part of Francis Parker’s survey of railroad depots in Indiana, a discussion on the adaptive reuse of depots and other railroad buildings and structures described the new uses of this building type. At that time, of the 295 surviving depots located throughout the state, only 23 (8 of which were modern depots or shelters built between 1979 and 1989) were still being used for the passenger of freight service for which they were originally intended. Almost half of all the surviving depots, a total of 137, were in some form of adaptive reuse. The following is a list of how each of these 137 depots was being reused at that time:

Used for commercial activity: 48
Used for storage: 35
Used museum or public use: 25
Used for offices: 13
Under restoration with no clear end use: 8
Used as a residence or some other private use: 860

The type of depot is also important to understand what types of depots (i.e. combination, passenger, freight) are used for what new purpose. For passenger depots, the focus of this thesis, of the 94 steam railroad passenger depots still standing in 1989, the top four uses were (in descending order): railroad office or maintenance (34), retail/office (17), vacant (16), and museum or other public use (10).61 Between 1989 and now, more railroad offices have closed due to further

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59 Parker, 11.
60 Ibid.
61 Ibid., 13.
consolidation in the railroad industry, so the number of passenger depots used as railroad offices or maintenance facilities have shrunk. With this information in hand, it makes sense to use case studies that are representative of the larger realm of railroad depot rehabilitation efforts in Indiana. Therefore, all three of my case studies fall into one or more of the top four uses.

Similarly, another reason for choosing these depots is because they are successful in the sense that they are used on a daily basis by a broad range of individuals and have reclaimed their place as an important destination in each of their respective communities. Each depot was “brought back to life” in its own unique way, which makes perfect sense because railroad depots themselves are a unique building type and possess their own strengths and challenges. Again, one element of my analysis was looking at the use of the waiting room and how it is used in a contemporary context. A strength possessed by historic railroad depots is the design of a large waiting room (in most cases, the largest room in the entire building), which can provide the space necessary to hold community events, provide a workspace for a business, or a place to showcase the various services or accomplishments of an organization.

An important and significant challenge in the rehabilitation of historic railroad depots is the existence and proximity to railroad tracks. Many railroad tracks have been removed or rerouted farther away from historic depots, which makes interpreting the building more difficult. Another aspect of this is the station platform; the link between the depot and the railroad tracks. The issue of what to do with and how to interpret the railroad platform and tracks in the
rehabilitation process is an essential element, especially when they have been
removed, and will be discussed in greater detail in the case studies. Other choices,
such as how to restore certain historic elements (if at all) and how to modify the
building to meet modern needs, were made during each depot rehabilitation and
are important in understanding how these historic buildings are interpreted now
and what lessons can and should be learned in the rehabilitation of historic
railroad depots.
CULTURAL CENTER: Art Association of Randolph County, Union City

Union City, which straddles the Indiana-Ohio state line, is home to approximately 3,300 people and a former Pennsylvania Railroad Depot that was constructed in 1913, which is now home to the Art Association of Randolph County. The community itself is significant as a railroad town due to the fact that at one time, Union City was situated at the convergence of five separate railroad lines, which provided multiple jobs for local residents and led to the construction of many railroad buildings, including five separate railroad passenger depots. The first railroad to be laid through Union City was constructed by the Dayton and Union Railroad and completed in 1852.\textsuperscript{62} Between 1852 and 1867, four more railroad lines were constructed through the town and Union City became a regional hub for railroad transportation. By the early twentieth century, an estimated 70-100 trains traveled through the community every day.\textsuperscript{63}

In 1913, the Pittsburgh, Cincinnati, Chicago, and St. Louis Railroad, later part of the Pennsylvania Railroad, built a new depot on Howard Street in Union


Located near other railroad depots, this rectangular plan building was constructed of brick with limestone trim. In Figure 1, the depot is pictured as it appeared in the mid-1920s. A wooden frame freight depot, as seen in Figure 2 (a Sanborn Insurance Map from April 1920) was located immediately west of this depot and was owned by the same railroad company. The interior of the depot includes a main waiting room in the center of the building, with the ticket office and baggage area near the west end. The east end of the depot features two waiting areas, one for men and one for women, and two restrooms. The depot has been slightly modified over time, one of the most noticeable changes taking place in the roof with the removal of the dormers from each façade, which can be seen in Figure 1, sometime during the 1950s. A unique feature of this passenger depot is the overhanging porch that connected the depot to the railroad tracks. This is very atypical of depot design. The standard depot designs consisted of broad, overhanging eaves and/or separate platform roofs to protect passengers from the elements. The porch system, which is original to the depot, includes multiple support posts which are, according to Francis Parker, very atypical of depot design, but have been preserved as seen in Figure 4.

Passenger service ended during the mid-1960s in Union City and many of the historic railroad buildings were demolished, including the freight depot west of the passenger depot. By the late 1970s, the only passenger depot still standing in Union City was the Pennsylvania Railroad Depot and was falling into disrepair.

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from having been vacant for nearly twenty years and was desperately in need of a new use. The municipal government, which had acquired the building from the lumber company adjacent to the depot, desired to find a new use for the depot, but did not know how to accomplish this goal.

The Art Association of Randolph County (AARC), a 501 (c)(3) nonprofit organization, took interest in the depot and took possession of it from Union City in late 1980. AARC was organized in 1955 when a group of local artists gathered to hold an annual art show, which grew into multiple art-related programs held throughout the year. The mission of AARC is to provide opportunities for enjoyment, participation, education, and inspiration through the arts to people living in Randolph County, east central Indiana, and western Ohio. When AARC acquired the depot, it had been used as a warehouse by a lumber company and had then been home to transients. In an interview with Betsy Jeffries, the executive director of AARC during the depot rehabilitation project, she said the acquisition and rehabilitation of the depot was made possible through the efforts of multiple members of the community from both the private and public sectors. Before acquiring the depot, AARC was looking for a permanent residence and looked at a few different potential sites, such as a vacant downtown commercial building called the Kirshbaum Building. This late-nineteenth century building, along with the depot, had been acquired by the city through foreclosures and were being advertised by the city as investment properties to potential clients.

AARC, which wanted to save the railroad heritage of their community and had watched multiple historic railroad buildings demolished (including four of
the five passenger depots), decided on the Pennsylvania Railroad Depot and made the following agreement with the city. AARC would pay five dollars per year in rent to the city for ten years and at the end of that time period, the organization would have the option of buying the building for the same amount of money that the city paid for it ($21,500), which it did in 1990.

The process of rehabilitating the historic depot into an arts and cultural center cost approximately $80,000 and was funded by one grant from the National Park Service and many, many donations from individuals, businesses, and other organizations in the local area. It was essential that the community come together to accomplish the project through multiple fundraising efforts. For example, cans were placed throughout the community with signs that asked citizens to give one dollar for one shingle to replace the depot’s roof. A local bank, the Farmer’s Bank of Union City, committed to give $1,000 outright to AARC every year for as long as the rehabilitation project took to complete. As stated by Jeffries, AARC divided the rehabilitation project into three phases. Once the first phase was completed, the organization would move onto the second phase and then the third phase. The first phase included putting on a new roof, cleaning out debris from the interior rooms, and rewiring the entire building. The second phase included replacing the old furnace system and fixing the building’s plumbing. The last phase included re-plastering and repainting the interior walls and ceilings and repairing historic windows and frames. The smaller size of the depot also helped keep project costs down and provided the perfect space for AARC to use as an arts and cultural center.
A vast majority of the rehabilitation work was done by volunteers and coordinated by the Preservation Society of Union City. For instance, the work of cleaning out debris from the basement was carried out by a local Boy Scout troop. Although no formal architects were involved in the project, the rehabilitation work done was professional and close attention was paid to preserving historic details and elements, such as the original urinal in the men’s bathroom as seen in Figure 9. Another example of community involvement was the re-plastering of the walls and ceilings. Jeffries said that the original estimate of fixing the walls and ceilings was over $12,000 and came from an out-of-state contractor. There was no way AARC could afford such a hefty price tag, so a call went out for assistance from trained plasters and local Randolph County plasters answered. They did the job at a fraction of the original bid and saved the organization thousands of dollars. The depot was not listed on the National Register of Historic Places until after the rehabilitation project was finished in 1983, so no approval was needed to make changes to the building. The condition of the depot and the results of the work can be seen in Figures 5-9.

The historic layout of the depot was preserved and the organization received an award from the Indiana Division of Historic Preservation and Archaeology in 1986 for their work to save the depot. The main waiting room and the men’s and women’s waiting rooms on the east side of the depot were converted into public gallery/meeting space. The restrooms were restored and also updated to become handicapped-accessible. The ticket office and baggage area was converted into workspaces and storage areas for the executive director.
and volunteers of the organization. Following the rehabilitation project, the
depot was listed on the National Register of Historic Places in 1983. One of the
qualifications to be listed on the National Register is that a building or structure
be on its original location. In many cases, historic railroad depots are moved
further away from the adjacent tracks or to a completely new location altogether,
which makes listing on the National Register very difficult.

The use of the main waiting room as an art gallery/meeting space was one
of the selling points of the depot to AARC. The organization wanted a large space
where they could feature artwork and be able to have large meetings,
performances, and gatherings. The organization has preserved this space just as
it was when the depot was constructed. The space is used on a regular basis by
many different people. Jan Roestamadji, current executive director of AARC, is
very pleased with the use of the main waiting room as their gallery/meeting space
and enjoys working in a historic building. The railroad tracks outside the depot
are actively used by freight trains, so Roestamadji said that sometimes when she
is on a phone call or someone is giving a lecture in the main waiting room, they
have to stop and let the train go past before continuing their conversation or
presentation. Even with this “annoyance,” Roestamadji is glad that the depot is
still on its original location and even said that the trains “provide a unique view
for tourists visiting the site.”

The platform/tracks area of the has been altered over time, but I think a
person visiting the depot today can still get a sense of how the depot operated in
relation to the railroad tracks. As stated previously, the overhanging porch
originally connected the depot to the platform area and railroad tracks, which is illustrated in Figure 1. Today, the two sets of railroad tracks that were closest to the depot and a brick platform are gone, as evident in Figure 3 (an aerial shot of the site) and Figure 4. The porch and now grassy area that used to contain railroad tracks and platform space, is used by the seasonal farmer’s market. Interpreting the building as a railroad depot is more difficult now that the closest tracks and additional platform have been removed. AARC attempts to compensate for this by telling visitors the history of the building. A plaque located next to the main entrance to the depot explains that the building is on the National Register of Historic Places and was originally a railroad depot.

Today, the Pennsylvania Railroad Depot is a central part of the community. Annually, more than 5,000 people visit the depot to participate in multiple AARC programs such as art shows, workshops and classes, and cultural performances. People from all walks of life visit the depot to view works of art, participate in yoga, photography, and other types of classes, or listen to music at a folk concert. The site is also home to a seasonal farmer’s market and community holiday programs, which helps draw in other types of people ranging from local farmers to holiday shoppers. The depot is maintained by a team of local volunteers that work to preserve the historic architecture of the building. Roughly 75 volunteers work with the organization and help maintain the building through twice per week cleaning assignments, such as washing windows, sweeping the floor, and other day-to-day cleaning operations. Large projects, such as roof repairs or furnace maintenance, are done by hired professional contractors and not the
organization’s team of volunteers. AARC is supported by private donations, grant awards, and through bequests from local individuals.

The work done by AARC to rehabilitate the Pennsylvania Railroad Depot in Union City has not only breathed new life into the building and made it an important part of the community, but has also helped secure the future existence of this historic depot. The organization has successfully repurposed the main waiting room space without severely altering it and makes an attempt to interpret the building as a railroad depot, even though it is now separated from the existing railroad tracks, by telling the history of the building to visitors.

Union City, Randolph County, and the counties surrounding the depot benefit greatly from having a local arts and cultural center where all people can visit and learn more about the arts and world around them. The depot rehabilitation project also served as the catalyst to restore other historic buildings in the community. As stated by Jeffries, after the depot was finished, the Preservation Society of Union City went on to rehabilitate the Kirshbaum Building and three other historic downtown buildings that now serve as the city hall, a local history museum, and headquarters for the Preservation Society of Union City. Originally, the Union City Pennsylvania Depot served as a location for people to travel and see the world and represented the influence of the railroad on the local community. Today, the depot serves as a location for people to experience the world without having to leave the building and stands as a witness of how historic buildings, depots or otherwise, can be successfully reused.
Located north of downtown Muncie, the Cardinal Greenways Headquarters building is housed in the former Cincinnati, Richmond, and Muncie Railroad Depot. This depot, similar to the situation of the Union City depot, is the only such building still standing in the entire city. Also known as the Wysor Street Depot, this building was constructed in 1901. At this time period, Muncie was experiencing significant economic growth due to the local “Gas Boom,” which in turn fueled the expansion of local railroad lines. The depot, as seen in Figure 10, was designed by William Kaufman, an architect from Richmond, Indiana, who designed all five of the depots on the Cincinnati, Richmond, and Muncie rail line. Of these five depots, only three still exist today, the depot in Muncie, as well as a depot in Richmond, and one in Peru, Indiana. The Peru depot has been successfully rehabilitated into a local theatre, but the Richmond depot has yet to find a new use.

The depot in Richmond was originally identical in design and scale to the Wysor Street Depot, but was modified following a train derailment that damaged one end of the depot in the 1920s. A floorplan of the original Richmond Depot is provided in Figure 11 and shows the same exact layout as the Wysor Street Depot. The one-story, rectangular depot cost $15,000 to build and represented

67 Ibid., 6.
68 “Plan of Station at Richmond, Indiana,” The Engineering News and American Railway Journal, June 19, 1902.
the progress made by the city of Muncie during the latter-half of the nineteenth century. The exterior of the depot was constructed with limestone and yellow semi-glazed brick. The bell-cast hipped roof was clad with red Spanish tiles and enriched with eight hipped dormers and wide, flat eaves. A large wooden frame freight depot was located northeast of the Wysor Street depot on the other side of the railroad tracks, which is seen in Figure 12, a Sanborn Insurance Map from September 1911. Upon completion, the Wysor Street Depot was known as “one of the most modern and substantial structures of its kind ever created by a railroad company in Indiana.”

The interior of the depot was typical of small passenger depots in the early twentieth century, in which the length of the plan was divided into separate spaces to house, proceeding from west to east, the open area for baggage carts (a feature which Francis Parker has noted is not typical, but is present in two or three other depots in Indiana), a baggage/express room, and a general waiting room flanked on either side by men’s and women’s waiting rooms and restrooms, all of which is clearly marked in Figure 11. A ticket and station agent’s office was located along the north wall of the general waiting room. The interior of the building was decorated with ornate woodwork and plaster elements. This building truly was a grand entrance for people arriving in the city of Muncie.

The Cincinnati, Richmond, and Muncie rail line and all of its property, including the Wysor Street Depot, was acquired by the Chesapeake and Ohio Railroad in 1910. This railroad company operated passenger and mail service at

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69 “One of Muncie’s Finest Passenger Depots,” The Morning Star, Muncie, Indiana, November 12, 1901, pg. 3.
the Wysor Street Depot and served as a stopping point for people traveling between Chicago and other major cities in the Midwest. Passenger service continued at this depot until 1949.70 One year later, the depot was leased to Muncie Gear Works, Inc., a local manufacturing firm that used the building to house various company offices and occupied the building until 1973.71 During this time period, a second set of railroad tracks were laid north of the existing tracks by the Nickel Plate Railroad due to a rerouting of their tracks after 1953, but did not use either the passenger or freight depot.72 In 1973, the Wysor Street Depot was returned to Chessie System (CSX Transportation), the successor of the Chesapeake and Ohio Railroad and, in 1974, passenger service returned to the site when Amtrak rerouted its Washington/Cincinnati/Chicago train (named the Cardinal route) through Muncie. Although Amtrak never occupied the depot itself, the parking lot and trackside platform were used by passengers and Chessie employees, when on-duty, would visit with and otherwise assist Amtrak passengers.73 The depot lost its passenger service in 1986 when the Cardinal was rerouted.74 After Amtrak rerouted the Cardinal, the depot stood vacant.

In 1992, the Wysor Street Depot, along with approximately sixty miles of CSX right-of-way between Richmond and Marion, Indiana, was purchased by Cardinal Greenways, Inc., a 501 (c)(3) nonprofit, rails-to-trails organization with

71 National Parks Service, 11.
73 Ibid.
the mission of enhancing the quality of life by developing and operating corridors and trails to connect people and communities. In an interview with Bruce Moore, executive director of Cardinal Greenways during the early 1990s, he said the purchase of the right-of-way, along with the depot, was financed through an ISTEA grant, which paid for eighty percent of the costs of acquisition and construction of the trail, along with the rehabilitation of the Wysor Street Depot. ISTEA, or the Intermodal Surface Transportation and Efficiency Act of 1991, was a federal law and provided funding for multiple transportation projects, including the rehabilitation of historic transportation-related buildings. The remaining twenty percent of funding for the project was secured through generous donations of community foundations, such as the Ball Brothers Foundation, the George F. and Francis Ball Foundation, and the Community Foundation of Muncie and Delaware County.

The organization decided to convert the Wysor Street Depot into its headquarters and the rehabilitation process started in 2003. The freight depot located across the railroad tracks had been demolished around 1978. The depot, as evidenced in Figures 14-16 and 22-25, had been severely altered and experienced significant decay on both the exterior and interior spaces. Prior to the rehabilitation project, the organization was able to get the depot listed on the National Register of Historic Places, which later helped in securing funds to repair the historic building. The depot was still on its original location, so similar to the Union City depot, this made it easier to get it listed on the National Register.
The scope of work was substantial because the building had been severely altered over the course of its existence. Cardinal Greenways made the important decision to preserve much of the historic fabric of the building, while also working to restore and, in some cases, duplicate many of the original features of the depot. The architectural firm, GEA Architects, served as professional consultants for the project and a depot reconstruction committee was also formed to steer the work of restoring the building to its former glory. Due to the fact that the building was listed on the National Register, alterations to the historic building had to be approved by the state historic preservation office. In Indiana, this office is located in the Indiana Division of Historic Places and Archaeology (DHPA). Unlike the Union City depot project, which did not need approval from the DHPA because the building was not listed until after the rehabilitation project was completed, the Wysor Street Depot project required approval to carry out many of the specified rehabilitation tasks. This fact proved to add an element of difficulty in completing the project.

The depot reconstruction committee had to negotiate between the architect and the DHPA, along with incorporating their own understanding of historically appropriate modifications in order to make the overall project a success. For example, in a conversation with Francis Parker, a member of the reconstruction committee, the organization wanted to use commemorative pavers in the area that was the platform, but was met with resistance from the DHPA because it seemed that the original platform area had not been paved. In the end, the use of commemorative pavers was allowed, but this is just one
instance of how owning a building or structure that is listed on the National Register can add another level of “hoops” one has to jump through in order to make changes to the physical structure or site. However, it should be noted that being listed on the National Register does have many positive benefits, including being able to receive government funding and tax incentives.

The rehabilitation work done by Cardinal Greenways was funded through many different sources, including state and federal grants, private donations, and donations from local businesses and organizations. It should be noted that donations not only came in the form of monetary funds. For example, in interviewing Bruce Moore and Phil Tevis (a member of the reconstruction team), they stated that all of the roof tiles for the reconstructed Spanish tile roof and the new insulation were donated by Saint Gobain, a local manufacturing company. Along with hiring and utilizing professional architects and contractors, a great deal of the work was done by many dedicated volunteers. The total cost of the rehabilitation project was around $800,000, which does not account for all of the donated materials or hours of work donated by volunteers. Similar to the situation with the Union City depot rehabilitation project, without the involvement of local private, public, and nonprofit sector participants, the Wysor Street Depot rehabilitation project would have taken much longer to finish or not have been accomplished at all.

Among the multiple projects carried out by the organization, a few of the most extensive ones were the recreation of the dormers and Spanish tiles on the roof, multiple window restorations, intense interior wall re-plastering, repainting,
and repairing decorative elements, and reconfiguring a few of the interior rooms to accommodate modern needs, such as converting the men’s smoking room into a new women’s restroom and water fountain area and reconstructing the ticket booth office of the general waiting room and turning it into a gift shop area. The work described above is articulated visually through Figures 17-21 and Figures 26-29. After more than a year of work, the Wysor Street Depot was reopened as the new headquarters for Cardinal Greenways and a new era of life began for the historic building.

Today, the Wysor Street Depot is used on a daily basis not only as the headquarters for Cardinal Greenways, but also as a trailhead for people using the organization’s trail, which is the converted railroad bed located immediately northeast of the depot. Annually, more than 250,000 people use the trail, which means that the depot is utilized by thousands of hikers, bikers, and others from a variety of socioeconomic backgrounds that stop to take a break, get a drink of water, use the restroom, or simply look at the historic depot. During the summer months, the depot also offers free bike rentals to patrons. Along with trail-related activities, the depot can also be rented for private events and activities.

The use of the general waiting room is one of the greatest accomplishments of the rehabilitation project. During the project, the decorative elements in the room were restored, the ticket/station agent’s office was reconstructed to model the original one, and the general layout of the room was preserved. The room is used as the main interpretive center for the organization and people visiting the depot from the trail enter the building through the same
door that people would have used getting off a train. The room features information on Cardinal Greenways, the history of the building and the railroad industry, and a shopping area (the former ticket office) for people to buy trail-related paraphernalia. Angie Pool, executive director of Cardinal Greenways, enjoys working in the building and is pleased with the fact that a piece of railroad heritage has been restored for future generations to enjoy. She said that the rails-to-trails program is all about transforming and giving a useful purpose to not only the railroad tracks themselves, but the buildings and other structures alongside the tracks and that the Wysor Street Depot is an excellent example of the success that can be achieved through a rails-to-trails program.

The relationship of the depot with the tracks/platform area is an interesting situation due to the fact that much like the Union City depot, the tracks are no longer beside the building. Interpretation of the original use and purpose of the depot does take place on site. The tracks that were closest to the depot were removed by Cardinal Greenways and replaced with a paved trail that can be seen in Figure 13 (an aerial view of the depot site as it looks today). A metal fence now stands between this paved trail and the remaining set of tracks, which is actively used by freight trains of a different railroad company. While the tracks are no longer in place next to the depot, attempts are still made to interpret the building as such with interpretive signage along the trail and exhibits in the general waiting room in the depot. Another element of interpretation is the fact that the trail follows the same path as the former rail tracks, so a person approaching the depot along the trail would have a view of the
depot similar to someone traveling on a train approaching the depot one hundred years ago.

Cardinal Greenways maintains the Wysor Street Depot with funds acquired from private donations, grants, and the assistance of multiple volunteers that take care of the building. The organization has a part-time janitor that helps take care of the building, but any large scale maintenance issues are done through a professional contractor. The depot serves as an integral part of Muncie’s recreational system and provides respite for countless people who utilize the Cardinal Greenways’ trail. Through the efforts of Cardinal Greenways, numerous volunteers, and other civic and business leaders, the Wysor Street Depot has been successfully rehabilitated and reincorporated as an important element in the local and regional community. This significant and successful level of collaboration makes this depot rehabilitation project worthy of study. The general waiting room has been excellently repurposed from a room where people used it to board one mode of transportation, the railroad, to another, the bicycle or your feet. Even though the building is now physically separated from the existing railroad tracks, interpretive signage and the physical outline of the trail help people see and understand the original use of this historic building. The depot has successfully been rehabilitated from serving one mode of transportation to another.

COMMERCIAL/OFFICE USE: MartinRiley architectural firm, Fort Wayne

Fort Wayne, the second most populous city in Indiana, has always been an important location for the transportation industry. Situated at the confluence of
three rivers, the St. Joseph, St. Mary's, and Maumee, made Fort Wayne a central point for travel on the rivers. Originally a Native American settlement and then a French fur trading outpost, the official Fort Wayne was the creation of the British military during the French and Indian War and then fell to the American military during the American Revolution. Following the American Revolution, the fort was made into a stronger station to protect the new American frontier and formally dedicated by Colonel John Francis Hamtrack on October 22, 1794 and also renamed after General Anthony Wayne.75 Along with the soldiers who occupied the fort, the area surrounding Fort Wayne was settled by traders who did business with the Native Americans and the soldiers, a few government agents, and families of some of the soldiers.

The construction of the Wabash and Erie Canal brought many changes to Fort Wayne. The canal allowed for more people to get to Fort Wayne from the east coast. The canal ran from Toledo, Ohio to Evansville, Indiana and traversed through Fort Wayne. Construction on the canal commenced in 1832 and was dedicated in 1843.76 Once the canal ran through Fort Wayne, an influx of people helped the small village grow into a thriving town. Less than fifteen years after the dedication of the canal, the first railroad line was laid through Fort Wayne.

In the early 1850s, work commenced on the first railroad line through Fort Wayne. In September 1852, the Fort Wayne and Chicago Railroad Company was formed to direct the work of connecting Fort Wayne via rail to other major cities.

in the region. By 1858, a railroad line connected Fort Wayne to Chicago and formed the most direct route from Pittsburgh and other eastern cities. With the completion of this rail line, Fort Wayne was assured a place of importance in the emerging national rail transportation network. At the beginning of the twentieth century, four railroad companies had major operations in Fort Wayne. The Pennsylvania Railroad Company also had a major repair shop complex in Fort Wayne where railroad cars and locomotives were repaired, as well as the construction of new railroad cars. The status of Fort Wayne as a major rail hub between Chicago and the East Coast, coupled with the major repair shop, contributed to the need for office space for railroad employees.

In 1909, the Pennsylvania Railroad, along with the Wabash Railroad Company, announced a joint project to elevate their tracks. Work started in 1910 and while this project eliminated many grade crossings on city streets, it also caused the railroads to abandon the existing passenger depot which had been constructed in 1860. Though city leaders urged the creation of a new union passenger terminal, the railroads planned separate stations. The Pennsylvania Railroad made plans to make its new station the largest and most elaborate passenger station of the four depots in Fort Wayne.

Constructed between 1912 and 1914 on Baker Street in downtown Fort Wayne, the Pennsylvania Railroad Station cost $550,000 to build and was

78 Watt, 74.
79 “Ready to Start Elevation Work,” Fort Wayne Daily Sentinel, April 9, 1913, pg. 2.
80 Watt, 33.
designed by William Price of the nationally known architectural firm of Price and McLanahan. Designed in the Beaux-Arts classicism architectural style, the two-story building with its cruciform plan was clad with semi-glazed buff brick and trimmed in unglazed yellow terra cotta, which was removed and replaced with limestone trim during a 1952 renovation. As illustrated in Figure 30, the gabled main wing contains the concourse and is flanked by lesser wings on either side. The large arched windows situated in the entry reflect the barrel-vaulted concourse, elaborately buttressed corners, parapetted gables, and pilasters on the side walls serve as dominate exterior architectural features. A brick freight house was located west of the station and the original site plan can be viewed in Figure 32 (a Sanborn Insurance Map from November 1918).

The interior spaces of the station were designed to be just as ornate as the exterior of the building. The centrally located main concourse features a barrel-vaulted ceiling with ornate plaster detailing. The arched ceiling is articulated with stylized leaf ornamentation and skylight windows. When the building operated as a train station, seven double-sided oak benches provided seating in the concourse as seen in Figure 34. Four ticket windows were located in the concourse and could handle up to 1,000 people per hour. The west wing of the station was occupied by railroad offices and baggage, parcel, and mail rooms. The east wing of the station contained a small restaurant, men’s and women’s lounges and restrooms, and other offices for railroad workers. A staircase at the south end of the main concourse connected the station to the railroad platform

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82 National Park Service, 16.
83 Ibid.
and the elevated tracks. Figure 31 provides an interesting look into the original floorplan and is an original blueprint for the ground floor of the station.

When the Pennsylvania Railroad Station was officially dedicated on March 23, 1914, over 10,000 people visited the station and the *Fort Wayne Journal Gazette* newspaper hailed the new station as the largest and grandest of the city’s four railroad stations. Once opened, the station became the primary gateway used by travelers arriving in Fort Wayne. The station saw its peak rail traffic of over fifty trains per day in the 1920s, but witnessed its greatest average daily use during World War II. During World War II, an average of 2,500 to 3,000 people (primarily military personnel) passed through the station every day. Following the end of World War II, the passenger railroad industry began to decline and railroad companies began consolidating their offices. The Pennsylvania Railroad, which owned the station, became Penn Central in 1968 and later Conrail in 1971.

From 1981 to the end of passenger rail service to Fort Wayne in 1990, Amtrak was the sole tenant of the station, which only serviced two to four trains per day. The station site itself was also changing. In July 1989, the brick freight house was razed by Conrail (at the behest of the city, which claimed the building had been overrun by homeless people and transients) and the once prominent station faced an uncertain future with a litany of city code violations,

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including inadequate and dangerous electrical service boxes, rotted window frames, defective electrical outlets, unsafe handrails, and a deteriorating ceiling.  

Two years prior to this event, a Japanese business school that was interested in establishing a United States campus in the Midwest considered using the Pennsylvania Railroad Station for its physical facility. Unfortunately, the building was one of a great number of properties included in a master lease between Conrail, its owner, and Amtrak, which still had service through Fort Wayne at the time. In an interview with Craig Leonard, a consultant for ARCH, Inc. (a local historic preservation nonprofit organization), he explained that ARCH tried to work with the respective parties involved, but found themselves inserted into the middle of a dispute between the two about who should bear the cost of maintaining the building and the railroad tracks behind it. In order to get the use of the building, Amtrak wanted a station facility created within the building to suit their design at no cost to them. Needless to say, the project never came to fruition and, once again, the building faced an uncertain future.  

In July 1991, the Fort Wayne Redevelopment Commission acquired the Pennsylvania Railroad Station from Conrail with the mission of saving the building from demolition. The Commission spent over $300,000, $75,000 of which was donated from the Lincoln National Corporation, to repair and stabilize

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the building and actively marketed the property for five years.\textsuperscript{89} This period of ownership by the public sector seems to be a common theme in the rehabilitation of larger terminal style railroad depots, as evidenced by the public sector ownership of the Union Station in Indianapolis and the Pennsylvania Railroad Station in Richmond. In 1996, the Commission sold the station to Baker Street Station, LLP, a partnership formed to fully renovate and restore the building for three tenants: MartinRiley (a local architectural firm) and two attorneys for one dollar. The partnership formed a non-profit corporation, the Baker Street Station Community Association, to manage the station’s concourse as a public museum and community events/meetings space.\textsuperscript{90}

Once the station was sold to Baker Street Station, LLP, a full rehabilitation project, designed and supervised by MartinRiley, started in late 1996. The first part of the project was the rehabilitation of the two wings of the station. The west wing of the station was converted into office space for the two attorneys and the east wing was converted into office space for MartinRiley. Many of the historic architectural details and features had been modified or removed over time, so changes that were made (such as the construction of new walls) did not damage the historic integrity of the overall building. The rehabilitation of the two station wings was financed through private funds from the three tenants and the finished product is illustrated in Figures 46-49. A new parking lot, as seen in Figure 33, was added in the space occupied by the former freight house, which had been torn down by Conrail to placate the city’s complaints of the building being torn down.

\textsuperscript{89} MartinRiley, \textit{Restoration of the Baker Street Station}, (Fort Wayne, IN: MartinRiley, 2002), 3.

\textsuperscript{90} \textit{Ibid.}
overrun with transients. In 1998, the station was listed on the National Register of Historic Places (after the station wing projects, which meant that there was no technical review/approval as was the case with the Wysor Street Depot project) and the next and most important phase of the station rehabilitation was initiated.

The rehabilitation of the main concourse was a far more substantial investment and involved funding from a myriad of sources. Prior to the rehabilitation and restoration project, the concourse had sustained heavy water damage due to a leaky roof and had been subject to various acts of vandalism, such as graffiti on the walls and broken windows, all of which is clearly illustrated in Figures 27-29. A vast majority of the plaster wall and barrel-vaulted ceiling decorative elements had been severely damaged due to the water damage as well.

The floor-to-ceiling restoration plan of the concourse included the following: restoration of decorative plaster walls and ceilings, restoration of stained glass skylights, cleaning the masonry walls, restoration of the terrazzo and marble floor, restoration of the grand arched window on the south façade, installation of light fixtures to replicate the originals, restoration of the entrance doors and marquee, and the installation of handicapped-accessible restrooms.

The entire project cost more than $1,000,000 and was funded through multiple government and community grants, private donations, and corporate donations. The DHPA, similar to the Wysor Street Depot project, had to give approval to various aspects of the concourse project, such as approving a design for new plaster moldings that were historically appropriate to the original moldings, which were either gone or in an advanced state of decay. The work of
restoring the concourse, along with the present appearance of the station, is demonstrated in Figures 38-45.

The main concourse was rededicated on October 23, 2002 and the rehabilitation of the entire station was declared complete.91 Today, the Pennsylvania Railroad Station stands as a living testament to the former glory of the passenger railroad industry and the dedication and commitment of business and civic leaders and organizations to the preservation of the building (see Figures 33-41). Between the three tenants, approximately fifty people work in the station every day and, annually, between 15,000 and 20,000 people visit the station as clients of the tenants or to attend events held in the concourse area of the station. The maintenance of the station is financed with funds collected from individuals and organizations that rent the concourse space and rent collected from the tenants and overseen by MartinRiley. Similar to the previous two case studies, a nonprofit group (the Baker Street Station Community Association) works to maintain the main concourse and receives funds primarily through the three building tenants, but also through private donations and government grants.

The main concourse, which was the main waiting area for passengers, is an architecturally ornate space to walk through. A vast majority of the original decorative elements of the room have been either preserved or restored. This room provides adequate space for hosting large parties or other events in the city and stands as a grand hallway for visitors who come to the station to meet with

91 Ibid., 1.
one of the three building tenants. MartinRiley can use the room to demonstrate
their knowledge and application of historic preservation practices to potential
clients. The main concourse is open to the public, so anyone walking along the
street can come inside and view this grand room and learn more about the
railroad industry in Fort Wayne through interpretive display cases.

The relationship between the station and the platform/tracks area is non-
existent at this time. The platform and elevated tracks are no longer accessible
from the station because the tunnel leading to them has been sealed off. The
platform itself is now nothing more than a collection of concrete rubble as
evident in Figure 50 and is separated from the station with a metal fence. The
only way a person would know the original purpose of the station would be to
visit the main concourse and read about the building. This makes interpreting
the building from the outside to be very difficult and one of the major challenges
in interpreting this type of building when it has been completely severed from the
railroad tracks. Despite the fact that interpretation is difficult due to the
disconnect between the station and the platform/tracks area, the station has
successfully found a new purpose and is safe from demolition.

The station stands as an anchor in downtown Fort Wayne and has been
instrumental in revitalizing other historic buildings in the surrounding area,
including the restoration of the historic E. Ross Adair Federal Building and U. S.
Courthouse located a couple of blocks north of the station. The process of
rehabilitating the building cost a great deal of money, time, and effort, but was
accomplished through the dedicated efforts of the three building tenants and
multiple civic and business organizations that came together to save this important landmark from demolition. The station is now used for community and private events throughout the year, as well as being a place of business. It has successfully been transformed into a vibrant element of the downtown district and has reclaimed its former glory through the restoration of its main concourse, which both historically and now is the most often used part of the building.
CONCLUSION

The railroad industry was responsible for the development of many sections of this nation, including multiple towns and cities throughout the state of Indiana. The railroad depot served not only as a stopping point on the railroad line, but also as the gateway into the community it serviced. These buildings were not just a symbol of pride for the railroad companies that built them, but also a symbol of community pride and status as indicated by the level of architectural detail and craftsmanship. With the decline of the passenger railroad industry in the mid-twentieth century, many of the railroad depots fell into disrepair and have since been either demolished or are continuing to decay due to neglect.

As noted by Francis Parker in his discussion of railroad depot rehabilitation in his 1989 survey, much effort has been made to rehabilitate and restore historic railroad depots in Indiana towns and cities. The case studies described in this thesis fall into the major adaptive reuses described by Parker and represent the greater realm of historic railroad depot rehabilitation projects in Indiana. There are many more historic depots that are in danger and need to be saved for future generations to use and learn about an important and significant aspect of society’s transportation history. As illustrated throughout this thesis, it is possible to breathe new life into these historic edifices and help
communities see their potential as homes for the arts, recreation, and even businesses. Organizations have successfully acquired and rehabilitated historic railroad depots with a specific new end use in mind through using multiple techniques, including understanding and taking advantage of the unique nature of railroad depot in terms of design, size, and type of end use, trying to interpret the original purpose of the depot through trying to connect the depot with its surrounding environment (i.e. the platform/tracks area), and by forming strong levels of collaboration with local community partners from the private, public, and nonprofit sectors.

There are many important lessons to be learned that deal explicitly with the rehabilitation of historic railroad depots. First, one should understand the unique design aspect of the railroad depot, specifically the main waiting room, and capitalize on it rather than viewing it as a problem. In the three case studies, each depot’s main waiting room was transformed into the primary area of activity for each organization: the art gallery/meeting space for AARC, the interpretive center to showcase the work of Cardinal Greenways, and an events/public space in downtown Fort Wayne. In each of the case studies, the main waiting room was preserved to reflect its historic design and layout and has proved to be an invaluable space to the three organizations that operate the three depots. Historically, the main waiting room was the largest and most important room in the depot and the same still holds true today in each one of the depots.

Another important lesson to be learned is the importance of location and the problems associated with the location of not only the depot, but the
platform/tracks area. Each of the depots were still in their original locations, which helped get each one of them listed on the National Register of Historic Places. If the depots would have not been on their original locations, they probably would not have been listed on the National Register and not eligible to receive government funds to help in the rehabilitation process. Although there can be potential problems and headaches (as illustrated in the example of the Wysor Street Depot project) with being listed on the National Register, the benefits (eligibility for government funds, recognition/status as a significant historic building, and receiving tax incentives) surely outweigh the costs of being listed. If a railroad depot is moved away from its tracks or the tracks themselves are removed, it becomes far more difficult to understand the original purpose and function of the building.

As witnessed in the case studies, each of the depots had a different relationship with their platform/tracks area, which in turn affects how one reads the building when trying to ascertain what its original purpose was. The most successful example of interpreting the depot with its platform/track area was the Wysor Street Depot. Even though the track next to the depot has been removed and replaced with the paved trail and a fence now separates the building from the still existing track, interpretive signage and the fact that the trail follows the same route as the former rail line helps visitors interpret the building’s original use as a railroad depot. The depot in Union City is separated from the railroad tracks by a grassy area that is used to stage a farmer’s market. Visitors to the depot learn about its original purpose when they enter the building and see the National
Register plaque on the wall beside the door. The most unsuccessful example of interpreting the original use of the depot is the Pennsylvania Station in Fort Wayne, which is completely severed from its tracks. The only way to understand the original use of the building is by going inside and reading about the building in interpretive display cases.

The size of the depot and the nature of the end use are also two key elements of analysis. The Union City and Muncie facilities are smaller passenger depots that were only slightly modified in terms of original layout. This, coupled with the fact that the two depots are small in size, helped keep overall project construction costs down, which made each project more feasible in the long run. In turn, this was an initial selling point to the nonprofit organizations that acquired these buildings. The end use of each of these depots is similar in the fact that both buildings are primarily used as either meeting spaces or places to showcase the work of the organization or others, such as artists’ paintings or sculptures. These end uses, which did not require a great deal of change in the layout of the buildings, took advantage of the already existing room configurations and made only small modifications. Similarly, the small size of the depots make them easier to manage now and less expensive to operate than a larger facility. The relative small size and proposed end use of the depots in Union City and Muncie were important factors in the rehabilitation of these buildings and getting the respective nonprofits interested in taking them over and using them as their places of operation.
In the case of the Fort Wayne station, a significantly larger building, the issue of size and end use was also critical in the rehabilitation process. The size of the building proved to make the successful rehabilitation process more complicated, but once a feasible plan was put into place and the necessary funding secured, the building found its new use. The initial attempts to find a new use for the large building centered on the creation of an international cultural center for a Japanese business school. While this plan did not come to fruition, it helped provide other ideas for potential uses for the Pennsylvania Railroad Station.

A collaborative effort between three private sector partners led to the successful transition of use from a passenger railroad station to a commercial/events center. The size of the main concourse provided the perfect stage for the creation of a new events/community space and the east and west wings of the building were modified into three successful commercial offices that support the downtown economy. While the continued maintenance of the large station is more expensive than that of the smaller depots, the costs of maintaining this beautifully rehabilitated building is worth more than not having this space at all. In answer to how the size and end use of a historic railroad depot affects a potential depot rehabilitation project, Ron Ross of MartinRiley said the following during an interview: “...our advice would be to have a plan in place, including the use of the structure before preservation work begins. The greatest disservice we can do to a historic structure is to restore it only for it to sit
dormant and unused. Much like the individual, buildings thrive when given a purpose; a reason for being.”

The size of community in each one of the case studies is important as well. The size of the community influenced the relationship between the public and private sectors and the role of nonprofits in the rehabilitation projects. In the case of both Union City and Muncie, the organizations that took over the respective depots were nonprofits and relied heavily on volunteer support, as well as funds from the private and public sectors. These two nonprofits were in charge, but worked closely with the private and public sectors to accomplish the rehabilitation projects. Without this financial support, the work carried out by the two nonprofits (AARC and Cardinal Greenways) would be very difficult to accomplish.

In the nonprofit world, volunteers are critical to the success of any project. This holds true in the cases of AARC and Cardinal Greenways. Volunteers were crucial in carrying out the rehabilitation projects on the depots and help immensely with maintaining the depots today. However, it should be noted that the work of volunteers is limited in the maintenance of historic railroad depots. Volunteers can assist with daily or routine maintenance, such as cleaning rooms, but more substantial repairs should be done by trained professionals who will take care not to damage the historic fabric of the building. This is not to say that volunteers cannot be trained professionals who do the work, but projects involving historic elements of the building such as repairing historic plaster walls
or a historic wooden window frame should only be done by someone who has had training in the preservation and restoration of such historic elements.

In the case of Fort Wayne, the second largest city in the state, the rehabilitation project was carried out by a local company (i.e. the private sector) that had a far greater amount of both internal and external resources and even created its own nonprofit to assist in the rehabilitation of the main concourse. The city of Fort Wayne did, however, play a crucial role in the overall story of the Pennsylvania Railroad Station. The city, through their redevelopment commission, acquired the building from Conrail in 1991 and poured a significant amount of money into it in order to stabilize the roof and stop the water penetration that was destroying the interior of the building. From 1991 to 1996, the city owned the building and actively worked to sell it, which it was eventually able to do. Although it stood vacant during this time, the efforts of the city to repair the leaky roof and find a new use/owner for the building should be recognized as a significant effort of the public sector to rehabilitate this architectural jewel.

The successful rehabilitation of historic railroad depots not only preserves these significant buildings for future generations to enjoy and use, but also enriches the communities around them. As communities, organizations and businesses, and individuals work together to save their local depots, a new level of community pride and cohesion will develop and can be the catalyst by which other historic buildings are rehabilitated. Originally, the railroad depot represented a major gateway into countless towns and cities in Indiana and
offered glimpses into a community’s prosperity, accomplishments, and status through its attention and dedication to architectural details. Today, the successfully rehabilitated historic railroad depot represents a new type of local gateway for people to use and enjoy and represents the community’s respect for the past and commitment to a viable future.
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“Railway Terminal Busy Place with 3,000 in Movement Daily,” Fort Wayne News-Sentinel, February 22, 1945, pg. 17.

“Ready to Start Elevation Work,” Fort Wayne Daily Sentinel, April 9, 1913, pg. 7.


*Secondary Sources*


APPENDIX A: STATE AND FEDERAL RESOURCES

By this point, it should be apparent that in the realm of rehabilitation of historic buildings, the public sector can be a very valuable asset. The following is a list of state and federal resources that can be of assistance when carrying out projects, not just related to historic railroad depots, but on historic buildings in general.

State Resources

Indiana Arts Commission
100 North Senate Avenue, Rm. N505
Indianapolis, IN 46204
(317) 232-1268
www.in.gov/arts/index.htm

Indiana Department of Transportation
100 N. Senate Avenue, Rm. IGCN 755
Indianapolis, IN 46204
(317) 232-5533
www.in.gov/indot

Indiana Division of Historic Preservation and Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204
(317) 234-1080
www.in.gov/dnr/historic/

Indiana Landmarks
340 W. Michigan Street
Indianapolis, IN 46202
(317) 639-4534
(800) 450-4534
www.indianalandmarks.org

Indiana Office of Community and Rural Affairs
One North Capitol, Ste. 600
Indianapolis, IN 46204
(317) 233-3762
www.in.gov/ocra
Federal Resources

National Endowment of the Arts  
1100 Pennsylvania Avenue, NW  
Washington, D.C. 20506  
(202) 682-5400  
www.nea.gov

National Trust for Historic Preservation-Midwest Office  
53 W. Jackson Boulevard, Ste. 350  
Chicago, IL 60604  
(312) 939-5547  
www.preservationnation.org/midwest

United States Department of the Interior-National Parks Service  
Heritage Preservation Services  
1849 C Street, NW (2255)  
Washington, D.C. 20240  
(202) 513-7270  
www.nps.gov/history/nps

United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590  
(866) 377-8642  
www.dot.gov

United States Economic Development Administration  
1401 Constitution Avenue, NW, Ste. 7800  
Washington, D.C. 20230  
(202) 482-4085  
www.eda.gov
APPENDIX B: PHOTOGRAPHS

Figure 1
Figure 3

Figure 4
Figure 5

Figure 6
Figure 9

Figure 10
Figure 11

Fig. 6. PLAN OF STATION AT RICHMOND, IND.

Figure 12
Figure 32

Figure 33
Figure 34

Figure 35
Figure 36

Figure 37
Figure 42
Figure 43
Figure 44
Figure 49
Figure 50
APPENDIX C: INTERVIEW QUESTIONS FOR ART ASSOCIATION OF RANDOLPH COUNTY

1. What type of organization is the Art Association of Randolph County?

2. How long has your organization been in existence and how was it founded?

3. How and when did your organization acquire the Union City depot?

4. What condition was the depot in when you acquired it?

5. Please describe the process involved in rehabilitating the depot to its present use, in other words, how long did the rehabilitation project take, how much did it cost, where did you get funding for the project, and what did you do to preserve the historic integrity of the depot?

6. Who was in charge and involved with the rehabilitation project?

7. What functions and activities are carried out in the depot by your organization?

8. How does your organization maintain the depot on a day-to-day basis and what is the yearly operating budget of the depot, in other words, how much does it cost to maintain the building every year?

9. Approximately, how many people visit the depot every year?

10. What long-term plans, if any, are in place to maintain the depot for future generations?

11. What are the greatest challenges and rewards of owning a historic railroad depot and using it as an arts center?

12. What advice would you give to an arts organization wanting to acquire and utilize a historic railroad depot as its main facility?