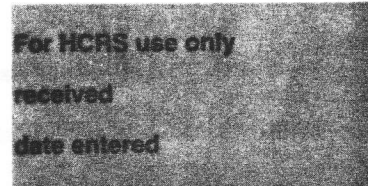


**United States Department of the Interior
Heritage Conservation and Recreation Service**



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

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Elwood Passenger and Freight Depot

and/or common Elwood Train Depot

2. Location

street & number 16th Street and South "B" Street ___ not for publication

city, town Elwood ___ vicinity of congressional district 5th

state Indiana code 018 county Madison code 095

3. Classification

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

4. Owner of Property

name Penn Central Properties

street & number Suite 719, Holiday Park Tower, 644 Linn Street

city, town Cincinnati ___ vicinity of state Ohio 45203

5. Location of Legal Description

courthouse, registry of deeds, etc. Madison County Govt. Center - Recorder's Office

street & number 16 East Ninth Street

city, town Anderson state Indiana

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date ___ federal ___ state ___ county ___ local

depository for survey records _____

city, town _____ state _____

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The Elwood Passenger and Freight Depot is today bordered by railroad tracks on one side, and on the other a parking lot that serves modern drug, auto and grocery stores. The depot occupies a highly visible position at the end of the street.

The depot is a 1½ story rectangular brick building with a somewhat complicated roof plan. This steeply pitched, hipped roof, together with the round-arched main entrance and window trim, and high, rusticated stone foundation, show the influence of the Richardsonian Romanesque, a style often used in the more grand depots of the period.

Here, however, the style is interpreted in a hard, yellow-orange colored brick with pink-orange mortar. Accents are of glazed black brick. The foundation and sills are of rusticated limestone, and lintels are of dressed stone. A rusticated brick string course surrounds the building below the eaves.

The main entrance pavilion on the west side projects from the basic rectangle of the building, and is emphasized by a steep gable over the round-arched entrance. The gable is supported by large wooden brackets and shelters three small windows with blind arches in limestone. Several windows on this main facade featured upper sash with small square stained glass panes surrounding the large pane; most of these have been broken out, however.

At the south end is a freight platform and modern overhead door. The passenger platform on the east side and a large door on the north end are sheltered by an extension of the hipped roof, which is supported by turned wood posts and brackets. The broad roof of this east side is interrupted twice. A 1½ story projecting bay, presumably for the telegrapher-dispatcher, pierces the roof just south of the center and is capped by an octagonal roof sheltering small blind-arched windows. At its north end, the roof terminates in a low gable similar to the one over the main entrance.

Although some spalling of the brick has occurred, there are no obvious structural problems in the masonry. The wood portions of the building, including the entire roof, and the posts surrounding the passenger platform, are in various stages of deterioration. The interior has suffered considerable damage due to the condition of the roof. The only interior feature of interest is a fireplace, now painted, that is of brick and repeats some of the decorative motifs of the exterior.

8. Significance

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

Specific dates 1894

Builder/Architect

Statement of Significance (in one paragraph)

The Elwood Passenger Depot is significant for its Richardsonian Romanesque architecture and as one of a vanishing breed of small-town railroad depots.

The depot was constructed in 1894 and was on a line that primarily served passenger traffic between Chicago and Cincinnati. The architectural pretensions of the structure are unusual for a depot in a town this small, and contribute to its great noticeability. The building, though deteriorated, still presents an imposing vista from the end of "B" Street, and is somewhat isolated from surrounding structures.

The building was in continuous use until April, 1971, and was officially retired from service by its present owner in August, 1975. Original architectural drawings are located at the division offices of the Norfolk and Western Railway Company in Muncie, Indiana.

9. Major Bibliographical References

Madison County Sesquicentennial: A Nostalgic Survey. 1973.

Carl H. Fry, last ticket agent of Elwood Train Station

10. Geographical Data

Acreage of nominated property Less than one acre

Quadrangle name Elwood, Ind.

Quadrangle scale 1:24,000

UMT References

A

1	6	5	9	8	6	6	0	4	4	5	8	7	2	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

See continuation sheet

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

state code county code

state code county code

11. Form Prepared By

name/title Geraldine M. Connell

organization Region 6 Planning & Development Commission date July 12, 1977

street & number 207 N. Talley Street telephone (317)285-6252

city or town Muncie, state Indiana

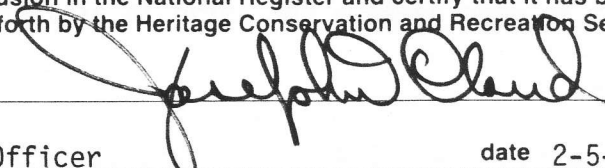
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature



title State Historic Preservation Officer

date 2-5-80

For HCRS use only

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

date

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

For HCRS use only

received

date entered

Continuation sheet

Item number 10

Page 1

SCHEDULE "A"

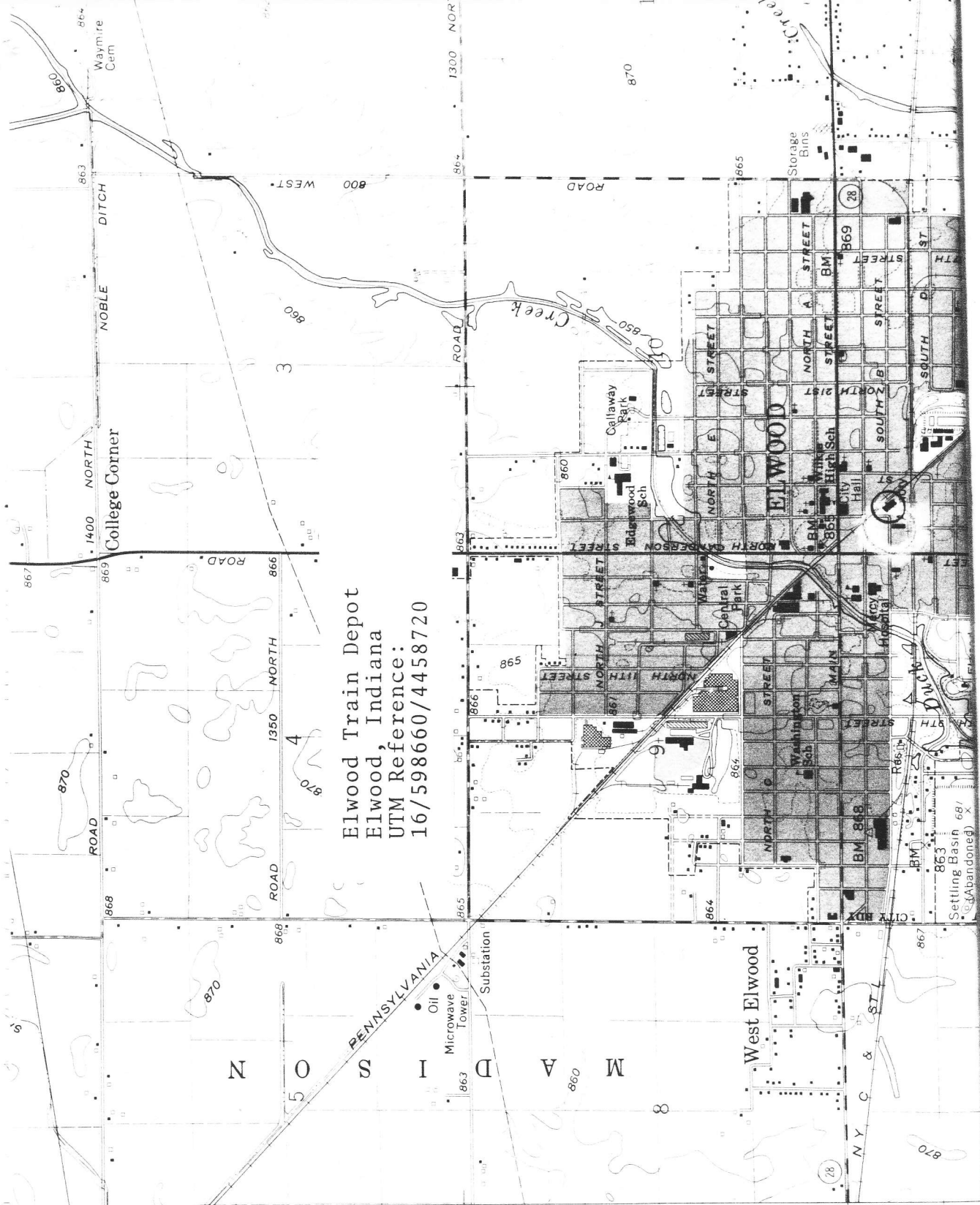
ALL THAT PARCEL of land with all the building and improvements thereon erected situate in the City of Elwood, Township of Pipe Creek, County of Madison, and State of Indiana, being a part of the Northwest Quarter of Section 15, Township 21 North, Range 6 East, bounded and described according to a plan of a survey made by L.D. Miller Land Surveying and Mapping dated November 19, 1976 as follows, viz:

BEGINNING at the intersection of the South right-of-way line of South B Street (66.00 foot right-of-way) and the Westerly Line of the Depot Grounds of the Philadelphia, Baltimore and Washington Railroad Company (as described in Deed Record Book 15, page 531), said point of beginning being 130.00 feet measured Southwesterly at right angles from the centerline of the Main Track formerly of said Railroad Company; thence North 40 degrees 11 minutes 40 seconds West (assumed bearing) 87.19 feet on and along the westerly line of said Depot Grounds to the North right-of-way line of South B Street; thence North 89 degrees 23 minutes 45 seconds West, 24.65 feet on and along the North right-of-way line of South B Street to the East right-of-way line of Sixteenth (16th) Street (50.00 foot right-of-way); thence North 00 degrees 00 minutes 00 seconds 191.61 feet on and along the East right-of-way line of Sixteenth (16th) Street to a point on the Westerly right-of-way line of the former Philadelphia, Baltimore and Washington Railroad Company, said point being 25.00 feet measured at right angles from the centerline of the Main Track formerly of said Railroad Company; thence South 40 degrees 11 minutes 40 seconds East, 340.28 feet on and along said Westerly right-of-way line and parallel with the centerline of the Main Track formerly of said Railroad Company to the South right-of-way line of South B Street extended East; thence North 89 degrees 23 minutes 45 seconds West, 138.70 feet to the POINT OF BEGINNING.

CONTAINING 0.57 of an acre (24,803 square feet), ±.

SUBJECT, however, to any easement, encumbrance, right or benefit that may have been created or recognized in or by that certain deed from the Grantor herein to Norfolk and Western Railway Company designated as Document No. PB&W-N&W-RP-2 in the certification, as amended, of United States Railway Association to the Special Court pursuant to Section 209(d) of the Regional Rail Reorganization Act of 1973, as amended, said deed not yet having been recorded.

THIS DEED is delivered by Grantor and accepted by Grantee upon the understanding and agreement that should any claim adverse to the title hereby quitclaimed be asserted and/or proved, no recourse shall be had against the Grantor.



Elwood Train Depot
 Elwood, Indiana
 UTM Reference:
 16/598660/4458720

T. 22 N.
 T. 21 N.

1730"

TIPTON 8.9 MI.
 HOBBS 3.9 MI.

1010000
 FEET