

United States Department of the Interior
National Park Service

FINAL

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Linden Depot
other names/site number Monon and Toledo, St. Louis & Western Depot,
107-360-06001

2. Location 202 North James Street (U.S. 231)

street & number 202 North James Street (U.S. 231) N/A not for publication
city, town Linden N/A vicinity
state Indiana code IN county Montgomery code 107 zip code 47955

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

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

Signature of certifying official *John C. Estelle* Date 7-23-90
Indiana Department of Natural Resources
 State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
 State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION: Rail-related

Current Functions (enter categories from instructions)

WORK IN PROGRESS

7. Description

Architectural Classification
(enter categories from instructions)

CRAFTSMAN

Materials (enter categories from instructions)

foundation CONCRETE

walls WOOD: Weatherboard

roof ASPHALT

other

Describe present and historic physical appearance.

The Linden Depot, 1905, is located on the north side of the small town of Linden, Indiana. Linden is situated on level terrain in rural Madison Township of Montgomery County, just south of the Tippecanoe County Line.

The immediate environment of the site is marked by several man-made elements: U.S. 231 is located about 100 feet east of the building, and two rail right-of-ways, the Norfolk & Western and the CSX intersect immediately northwest of the building. The Norfolk & Western (former Clover Leaf) tracks, were recently removed, but the CSX. (formerly Monon) tracks are still active.

The Linden Depot is roughly L-shaped in plan. Since the two railroad lines it was built to serve do not intersect at a perfect 90-degree angle, the two arms of the depot do not meet at right angles. They meet at a slightly acute 80-degree corner. One arm extends to the east while the other extends to the south. Architecturally, the Linden Station has typical Craftsman Style detailing.

The Depot is a wood frame building which rests on a concrete foundation. Exterior walls consist of diagonal sheathing on the lower four feet with standard clapboarding continuing to the eaves. Simple belt courses or false half-timber boards divide the lower and upper wall surfaces. These boards also define wall sections and openings.

The main facades of the Linden Depot face north and west (photos 2, 4, and 5). The north elevation features a semi-hexagonal operator's bay in the center, with one window opening on each wall. Most original one-over-one windows and doors are intact under the temporary plywood coverings. This wing served the Nickel Plate Line. To the east is the Nickel Plate baggage room, defined by a six by six foot wooden sliding door with a fourlight transom. The sliding door has two panels with diagonal sheathing. To the west of the bay, a seven foot tall door with transom is flanked by two window openings. The western elevation is a mirror image of the north elevation. This wing was intended to serve the Monon Railroad.

The rear of the depot has walls facing south and east (photos 1 and 3). The two wings have baggage room doors toward the south and west ends on this side of the building. These doors are identical to, and align with, the previously mentioned sliding doors.

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Linden Depot

Towards the corner area are two windows, one on each wing. The corner area has a diagonally-placed wall bridging the two wings. At an unknown date, a doorway was blocked off on this diagonal wall. A window opening remains to the right.

The short ends of the wings which face east and south have three-light fixed windows centered in the upper wall.

A low pitched hip roof with five foot deep eaves shelters the Linden Depot. The eaves feature exposed rafters with a continuous soffit-like board attached to the end. Two brick chimneys pierce the roof line. Asphalt shingles cover the roof.

The interior could be described as two depots joined by a common, extra-large waiting room (see plan). The main waiting room occupies the northwest corner of the building. To the east is the former Nickel Plate office, then the Nickel Plate baggage room. To the south are the Monon office and baggage room. A private waiting room (now a restroom) is found to the southeast.

The waiting room is polygonal in plan. It features elements common to the interior. Walls are finished in two parts. A wainscot with vertical car-siding and a molded chair rail is used on the lower walls. Above this, interior walls consist of flush boards. Baseboards and surrounds are made of plain boards, surrounds overlap slightly at the header. Most of the interior six panel doors are intact. A molded cornice completes the upper wall. Ceilings are of narrow boards. A chimney and original stove stand beside the Monon ticket window (photo 7). Both ticket windows (photos 6 and 7) have simple countertops supported in scroll brackets.

The office rooms are also polygonal in plan (photos 9 and 10). These rooms are dominated by the semi-hexagonal operator's bays. Finishes are indential to the waiting room.

Both baggage rooms are completely utilitarian in nature (photo 11). There are no wall finishes, the frame of the building is exposed. Horizontal boards protect the lower half of the walls. In plan, these rooms are arranged so that parcels may be brought directly from the trains straight through to the rear of the building.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2 Linden Depot

The current restroom was once a private waiting room. Bathroom fixtures were added, and an exterior door was blocked off at an unknown date. Other than this minor alteration, the depot is intact.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)
TRANSPORTATION

Period of Significance
1905-1940

Significant Dates
1905

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Linden Depot is significant under Criterion A, because it is the most important railroad building in Madison Township of Montgomery County, Indiana. Railroads brought prosperity to the area and the Linden Depot was naturally the focus of the town. It is the only depot or railroad service building left in Linden. The depot is further significant as one of two extant junction depots in Indiana.

The town of Linden owes much of its history to the development of railroads in Indiana. Linden was platted in 1850 in anticipation of the arrival of the New Albany & Salem Railroad (later known as Chicago, Indianapolis & Louisville or Monon), which reached the town in 1852. The old stage road (roughly along U.S. 231) was offered to bring the line through the township. In 1881, the Toledo, St. Louis, and Western narrow gauge railroad reached Linden, intersecting the Monon Route on the northside of town. (The Toledo, St. Louis, and Western, also known as the "Clover Leaf", was renamed Toledo, St. Louis, and Kansas City in 1887, only to be absorbed into the Nickel Plate Road as the "Clover Leaf District" in 1922).

Railroads transformed Linden and Madison Township. Formerly isolated and completely rural, the area was then connected to virtually all major markets in the country. Industries were attracted to the area almost immediately. As early as 1855, a chair factory was founded in Linden. This venture was followed by a broom factory, which provided a market for locally-grown corn. Other industries included a wagon and implement shop (1858-1888), a steam-powered flour mill (1865-1880) and a large cellulose plant (1899-1908). Hotels and commercial buildings were built to take advantage of the new influx of travelers and income. Linden soon became the largest town in the township, and it remains so today.

Farmers in Madison Township prospered because of the railroads. In 1917, a local paper noted that prior to the railroads, a trip to the closest market (Chicago) took one week,

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1 Linden Depot

and once there, farmers could only expect to get 12 1/2 cents per bushel for grain. By 1860, however, Linden was second only to Crawfordsville as a grain shipping point for Montgomery County. Freed of sustenance farming by ready access to many markets, production on farms in the area dramatically increased. Corn and wheat from Madison, parts of Coal Creek, and Sugar Creek Townships were shipped from Linden.

The first depot in Linden was a heavy-timber frame building built in 1852. Soon after the arrival of the Clover Leaf Road in 1881, this building was moved from its original site on Walnut Street and placed diagonally at the intersection of the two lines (on the site of the nominated property) in 1885. A freight depot was erected to the west of the depot during the nineteenth century. It was demolished in 1960. The original (1852) depot burned in 1900. The nominated property was erected in 1905 to replace it.

Although other resources in Linden reflect the town's railroad era, the Linden Depot is the most significant representation of the importance of railroads to the town. Built in 1905 to accommodate both the Clover Leaf and Monon Route, it was the focal point of the town. Eight trains on the Monon and four along the Clover Leaf stopped at the depot every day during the early 1900s. It was possible for area residents to go shopping in Crawfordsville or Lafayette and return the same day. Local mail was shipped from the depot. Western Union Telegraph maintained a station in the depot, providing the town with an important link to the rest of the nation. Salesmen and travelers on the railroads brought goods and business to town. Once in town, travelers could hire transportation from local liverymen or dray services. The period of significance (1905-1940) was selected because the depot's role in transportation extends from its construction in 1905 to well into the mid-twentieth century.

As a resource type, the Linden Depot has additional significance. It is one of two existing junction depots in the state. The junction depot was usually L-shaped, with one wing serving each line at the intersection.

The Linden Depot has witnessed the decline common to Indiana's railroads. In 1957, the last passenger train on the Clover Leaf left town. Passenger service on the Monon was discontinued in 1964. The depot continued to be used as an office for the railroads until 1985. The Clover Leaf (Norfolk & Western) tracks were recently abandoned and removed.

National Register of Historic Places Continuation Sheet

Section number 8 Page 2 Linden depot

The depot was poorly maintained in recent years, but its future is now much more secure. The Linden-Madison Township Historical Society has acquired the depot from the Norfolk & Western Railway. The society plans to rehabilitate the depot as a museum.

9. Major Bibliographical Referenc

Beckwith, H.W. History of Montgomery County, Indiana. 1881

"Duplex Station at Linden." Model Railroader, June 1975.

History of Montgomery County, Indiana. Indianapolis:
A. W. Bowen & Co., 1913.

Indiana Historic Sites and Structures Inventory. Montgomery County Interim Report. Historic Landmarks Foundation of Indiana, 1986.

"Indiana Town to Convert Old Depot into Museum." Louisville Courier-Journal, June 1, 1986.

Madison Township Bicentennial Committee. "Railroads." Welcome to Quinine Township. Linden, IN: Madison Township Bicentennial Township, 1976.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Indiana Historic Sites and Structures Inventory

10. Geographical Data

Acreage of property Less than one acre

UTM References

A

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

C

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B

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Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

The building rests over both the N&W and CSX rights-of-way. A parcel was purchased from N&W to include most of the building, and an easement was secured from CSX to include the building's west eave line. The enclosed sheets and map specify the exact parcel nominated.

See continuation sheet

Boundary Justification

The boundary includes the entire resource and its immediate surroundings.

See continuation sheet

11. Form Prepared By

name/title Linda Burkle, Robert Straw, and Mark Eutsler

organization Linden-Madison Twp. Historical Society date March 19, 1990

street & number P.O. Box 154 telephone 317/339/4756

city or town Linden state IN zip code 47955

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1 Linden Depot

Bibliography (continued)

Parker, Francis H. Indiana Railroad Depots: A Threatened Heritage.
Muncie, IN: Ball State University, 1989.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1 Linden Depot

Verbal boundary (continued)

Part of the Southeast Quarter of Section 7, township 20 North, Range 4 West, Montgomery County, Indiana, more particularly described as follows:

Beginning 55.7 feet on a bearing of south from the northeast corner of said southeast quarter at the point of intersection of the centerline of U. S. Highway 231 and the south right-of-way line of the Norfolk and Western Railway Company and continuing thence on a bearing of south 100.0 feet; thence at a right angle to the previous bearing on a bearing of west 117.0 feet to a point 20.0 feet at a right angle from the centerline of the Louisville, New Albany and Chicago Railroad; thence northerly with said 20.0 foot line and parallel to said centerline 120.6 feet to a point, said point being at right angle to and 10' distant, southerly, from a point in the centerline of main track of the Norfolk and Western Railway Company; thence thru the land of said Railway Company, parallel with said centerline of main track, in an easterly direction for a distance of 132.3 feet to a point in line with the place of beginning, then turn south and proceed to beginning, containing 0.285 acres, more or less.

Subject to a right-of-way of 30.0 feet along the eastern boundary for U.S. Highway 231 and further subject to any conditions, restrictions, reservations, licenses or easements of record, rights of public utilities whether or not of record, and rights of the public in streets and roadways, and rights which are apparent by visual inspection.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 2 Linden Depot

Verbal boundary (continued)

Description of building easement at: Linden, Indiana
To: Linden-Madison Township Historical Society
Dead File No.: Linden-Madison-MAS

All that certain property situate in Section 7, Township 20 North, Range 4 West, at or near Linden, Montgomery County, Madison Township, Indiana, being more fully described as follows:

Beginning at the point of intersection of Grantor's easterly right-of-way line and the southerly right-of-way line of Norfolk Southern Railway; thence with said Grantor's right-of-way line in a southeasterly direction a distance of 48 feet, more or less, to a point; thence leaving said right-of-way line in a southwesterly direction a distance of 4 feet, more or less, to a point; thence in a northwesterly direction 4 feet, more or less, from a parallel to said right-of-way line, a distance of 57 feet, more or less, to a point; thence in a northeasterly direction a distance of 4 feet, more or less, to a point on said Grantor's right-of-way line; thence with said right-of-way line in a southeasterly direction 9 feet, more or less, to the point of beginning; containing 228 square feet, more or less, as indicated on fragment print of Grantor's Valuation Map V.241, Sheet S-30-A, marked Exhibit A-1, attached hereto.