

United States Department of the Interior  
National Park Service

FINAL  
FILE COPY

# 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 Scottsburg Depot  
other names/site number Jeffersonville, Madison, and Indianapolis Depot,  
Pittsburgh, Cincinnati, Chicago, and St. Louis Depot

### 2. Location

street & number 43 South Railroad Street N/A not for publication  
city, town Scottsburg N/A vicinity  
state IN code IN county Scott code 143 zip code 47170

### 3. Classification

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

Patrick R. Palko 7-23-91  
Signature of certifying official Date  
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)

COMMERCE: Warehouse

## 7. Description

Architectural Classification

(enter categories from instructions)

LATE VICTORIAN: stick

Materials (enter categories from instructions)

foundation WOOD

walls WOOD: weatherboard

roof ASPHALT

other

Describe present and historic physical appearance.

The original Jeffersonville, Madison, and Indianapolis Railroad Station and Depot is a one story frame structure located at the intersection of the railroad and State Road 56 on Railroad Street one block west of the town square in Scottsburg, Indiana. The Scott County Preservation Alliance possesses the original floor plans for the structure, provided by Conrail, which indicate that the station was erected during 1872 at a cost of \$1,492.

The railroad station is a classic "combination" depot (freight and passenger combination) from the Victorian period. Various elements of the depot including board and batten siding, scroll braces under wide eaves, and the wooden window and door surrounds with pedimented headers indicate the Stick Style. The passenger section rests upon a wooden beam foundation set in sand. The freight area is of post and beam construction and exhibits a dirt floor.

The exterior is of board and batten construction using primarily poplar lumber with a wide overhanging gable roof and conspicuous agent's bay windows. The eaves exhibit ornate braces. The building is bordered on the west side, immediately next to the railroad, by a platform of composition paving blocks. The south and east facade were originally bordered by a "plank platform" which is no longer present. The depot presently exhibits an asphalt roof and two brick chimneys.

The west exterior wall reveals a door entering the ladies waiting room and double hung window for the same room. Next appears one of the agent's bay windows. One of the architectural features of the agent's bay window is a frieze of anthemions. There is a door and window for the gentlemen's waiting room followed by three sliding freight doors.

The south facade reveals one sliding freight door. The north wall has two symmetrically placed windows obscured by a porch-like shed addition. The sliding freight door and most woodsiding has been removed from the east side of the building to facilitate storage of lumber by the present property owner. Remaining on the east side passenger section is another door and window to the gentlemen's waiting room, an agent's bay window, and a door to the ladies waiting room.

**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)

Period of Significance

Significant Dates

TRANSPORTATION

1872 - 1941

1872

SETTLEMENT

c.1911

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 Scottsburg Depot meets Criterion A in the areas on transportation and settlement. It is the most important railroad building in Scottsburg and Scott County. Without the presence of the Jeffersonville, Madison, and Indianapolis Railroad, the county seat would not have been relocated from Lexington, Indiana, and Scottsburg would not have had the ability to develop into the primary governmental, residential, and commercial area of Scott County. The depot is the town's most tangible connection to its railroad based prosperity.

Scottsburg is a railroad town. The town was platted in 1870 in order to take advantage of the Jeffersonville branch of the Jeffersonville, Madison, and Indianapolis Railroad. The J.M. & I.R.R. was meant to be a branch of the Madison and Indianapolis line, which was completed in 1847. The Jeffersonville branch was to connect its name sake with Columbus to the north. It was contemplated in the 1830s, but not finished until 1852. This line bisected Scott County. The "Panhandle" or Pittsburgh, Cincinnati, Chicago, and St. Louis Railroad was organized as a Pennsylvania Railroad subsidiary in 1868. In 1871, the Panhandle acquired control of the J.M. & I. lines.

The Jeffersonville line allowed Hoosiers access to a large and developing market: Louisville. This line quickly surpassed the Madison route in importance and regulated towns south of Columbus on its path to a secondary importance. With trade and travel possible on a quick and large scale, Scottsburg and Scott County prospered. In fact, it was the central location and advantages of the railroad which led to the founding of Scottsburg.

The first seat of Scott County was Lexington, located in the far southeast section of the county. Citizens of the county soon realized the logistical problem of having a government seat so inconveniently placed. Several petitions to relocate the seat to a central location failed in the mid-1800s. Then, in 1870, the Wardell family donated 2 1/2 acres of land adjacent to the J.M. & I. tracks in Vienna Township. A petition to move the seat was approved and the community was named Scottsburg, after the then president of the J.M. & I. R.R., Col. Horace Scott.

See continuation sheet

**9. Major Bibliographical References**

Bogardus, Carl. Early History of Scott County, Indiana- 1820-1970. Scottsburg, Indiana: Scott County Historical Society, 1970.

Bogardus, Carl. The Centennial History of Austin, Scott County, Indiana. Austin, IN: Historical Commission of Centennial Celebration, 1953.

Bogardus, Carl. "The History of Scottsburg" Unpublished Manuscript, No Date.

Bridenstine, Freda. "The Madison and Indianapolis Railroad," Master of Arts Thesis, Butler University, Indianapolis 1931.

History of Scott County, Indiana. No date, no publisher (a collection of various essays on Scott County), Indiana State Library.

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:

National Register Files

**10. Geographical Data**

Acreage of property Less than one acre

UTM References

A 16 | 606860 | 4282350  
 Zone Easting Northing

C \_\_\_\_\_ | \_\_\_\_\_ | \_\_\_\_\_

B \_\_\_\_\_ | \_\_\_\_\_ | \_\_\_\_\_  
 Zone Easting Northing

D \_\_\_\_\_ | \_\_\_\_\_ | \_\_\_\_\_

See continuation sheet

Verbal Boundary Description

Beginning at the northeast corner of the Scottsburg Depot property which is formed by the intersection of State Road 56 on the north and Railroad Street on the east, proceed south along the west curb of Railroad Street two hundred and ninety-seven feet to the intersection of Railroad Street and Wardell Street.

See continuation sheet

Boundary Justification

This is the historic property boundary.

See continuation sheet

**11. Form Prepared By**

name/title Devon K. Cunningham, II

organization Scott County Preservation Alliance date September 4, 1990

street & number 545 North Highland Street telephone 812/752-5253

city or town Scottsburg state IN zip code 47170



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The loss of integrity appears serious, however, this part of the building had minimal exterior detailing and virtually no interior finishes. Thus, the main loss was the removal of wood siding itself. The depot retains enough integrity to recall its role as a transportation center under Criterion A.

The windows are all six-over-six double hung sash windows with the exception of the two side windows in each set of agent's bay windows which are four-over-four double hung sash. The doors each have a two-light transom and the sliding freight doors each exhibit a four-light transom. Most original hardware for each door, which are four panel, remains intact. The interior is basically intact. The room on the north end of the station was originally designated as the ladies' waiting room and had dimensions of 16' x 20'6". Immediately south of this room lies the ticket office which is characterized by bay windows on both the east and west wall as there were originally railroad tracks on each side of the station. The dimensions of the ticket office is 9'8" x 26'. Proceeding south, one enters the gentlemen's waiting room which still exhibits the large formal bulletin boards. This room measures 14' x 20'6". Beaded tongue-in-groove wainscoting remains on the lower portion of the walls in each of these rooms while the upper walls are plaster and lath. Each room is twelve feet in height. This completes the passenger portion of the station resting upon a beam foundation and with wooden flooring.

Next, according to the original floor plans, were two small rooms measuring 14'10" x 14'10" and 5'8" x 14'10" which were designated for baggage and coal respectively. The freight area comprises the remainder of the depot and originally measured 20'6" x 42'6". This area was designed to have two (later three) sliding freight doors on the west wall immediately next to the main track. The south wall included one such freight door. The east wall also exhibited one sliding freight door as there existed a "business siding" immediately east of the station. Each of these four (later five) sliding freight doors measured 6'4" x 7'2".

Researching the Sanborn Insurance maps of Scottsburg for 1906 and 1911 reveals that the depot was indeed lengthened 20 feet to the south between these dates. This can be confirmed by observation.

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The depot is presently in private ownership and is used as a storage shed for a lumber yard. The sliding freight door has been removed from the east facade to facilitate commercial use. The station has experienced virtually no vandalism; however, alteration for commercial purposes and exposure to the elements are beginning to yield increasing deterioration. The depot will need to be relocated essentially one block north of its present location, however, it will maintain its structural design and retain its position in reference to the railroad tracks and, thus, its historical integrity.

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The town was located immediately south of the small village of Centreville, platted in 1850. Centreville was soon annexed by Scottsburg. Two other towns were platted along the J.M. & I.: Vienna and Austin. By 1880, Scottsburg had surpassed the largest of these two in population. (In 1880, Scottsburg had 454 persons, Austin, 287). Scottsburg became the chief market center for the shipment of agricultural products, canned goods, livestock, and dairy products, in Scott County. Tomato production and canning were significant in Scott County during the early 1900s. Austin had a large canning plant and can-making factory. Scottsburg also had a canning plant, as well as a textile plant (which made mens' jackets) and a tile works. Scottsburg's importance as a government center no doubt contributed significantly to its growth. By 1889, a number of hotels, stores, and businesses had been established to cater to travelers. Agricultural implement stores attracted local farmers.

With the advantages of rail access, central location, and being a county seat, Scottsburg developed rapidly from almost nothing. The population increased to 454 in 1880, 618 in 1890, 1,274 in 1900, 1,669 in 1910, 1,609 in 1920, 1,702 in 1930 and 2,189 in 1940. The increase between 1930 and 1940 may be due to the active canning and textile industries in Scottsburg at that time. Scottsburg was, and remains, the largest town in the county.

The focus of the community's transportation activity was the Scottsburg Depot. Presumably, Centreville was a station along the J.M. & I., but it is unknown if it had a depot. The Scottsburg Depot was erected in 1872 at a cost of \$1,492. (The property was not transferred until 1874, however, accounts in the Scott County Democrat of 1874 clearly indicate that the depot was standing by this time. Based on this and plans marked "built 1872", the depot was erected in 1872). It was a combination (passenger and freight) depot. Between 1906 and 1911, the freight section was extended southward 20 feet. The reason for the addition is not clear, but it does indicate the increasing role of rail shipping from Scottsburg at that time.

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Other properties in Scottsburg may reflect the impact of railroads on the history of the town, but the depot is most closely associated with this event. It is the only rail-related building in town, and is the oldest of two depots left in Scott County.

The Scottsburg Depot also has significance in the area of settlement. Since Scottsburg was founded in 1870, its date of 1872 makes it possibly the oldest building in town. A new courthouse was not built until 1873. The depot also symbolizes the primary reason for moving the county seat: access to railroads.

The depot appears to have served its function continuously from 1872 until 1954. At that time, Jack Pitts, owner of the Vail Lumber Company, purchased the depot. It since has been used as a lumber storage shed. To facilitate lumber storage, the board and batten wall has been removed from the east wall of the freight section.

The Scott County Preservation Alliance plans to acquire the building, move it to a site one block north along the tracks, rehabilitate, and use the building as a community center, archive, and county Chamber of Commerce office. The Division of Historic Preservation and Archaeology will be contacted prior to the move, to insure that the building remains listed on the National Register.



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### Bibliography (continued)

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

Untitled article about Scottsburg Depot. Scott County Democrat,  
March 23, 1874.

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Verbal boundary (continued)

This forms the southeast corner of the property. From this point, proceed west along the north curb of Wardell Street for thirty-eight feet to the intersection of Wardell Street and the Conrail right-of-way. This forms the southwest corner of the property. From this point, proceed north along the east side of the Conrail right-of-way for two hundred and ninety-seven feet to the intersection of the railroad and State Road 56. This forms the northwest boundary of the property. From this point, proceed east along the south curb of State Road 56 for thirty-eight feet to the intersection of State Road 56 and Railroad Street which returns to the point of origin.

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Scottsburg Depot

(Jeffersonville, Madison and Indianapolis Railroad Depot)

Photographs

Name of Property: Scottsburg Depot

(Jeffersonville, Madison and Indianapolis R.R. Station)

(This information is the same for all photographs listed.)

City and State Where Located:

Scottsburg, Indiana

(This information is the same for all photographs listed.)

Name of Photographer:

Mark Nicholson

(This information is the same for all photographs listed.)

Date of Photograph:

August 26, 1990

(This information is the same for all photographs listed.)

Location of Photograph Negative:

Scott County Preservation Alliance

545 North Highland Street

Scottsburg, Indiana 47170

(This information is the same for all photographs listed.)

Description of View and Photograph Number:

Northeast corner of depot revealing brackets and board and batten construction. Note six over six double hung windows on north facade of depot. The camera is facing south.  
Photograph Number 1.

Brackets on northeast corner of depot with camera facing southwest.  
Photograph Number 2.

West facade of depot revealing agent's bay window and door and transom leading to the ladies' and gentlemen's waiting rooms, double hung windows for each room, and sliding freight doors with camera facing east.  
Photograph Number 3.

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Agent's bay window on west facade of station revealing the frieze of anthemions. The camera is facing east.  
Photograph Number 4.

Door and transom on west facade of depot leading to gentlemen's wait room. The camera is facing east.  
Photograph Number 5.

Sliding freight door with transom on west facade of station. Also note composition paving bricks. The camera is facing east.  
Photograph number 6.

Brass door latch on door leading to ladies' waiting room. This is located on the west side of the depot and the camera is facing east.  
Photograph number 7.

Composition paving brick on west side of station. The camera is facing east.  
Photograph number 8.

Interior of sliding freight door located on the west facade of the depot. The camera is facing west.  
Photograph number 9.

South west corner of depot with camera facing north east. Note sliding freight door on south facade.  
Photograph number 10.

South end of station revealing brackets and covered sliding freight door. This constitutes the extension added between 1907 and 1911. The camera facing is facing north.  
Photograph number 11.

East facade of building revealing former location of sliding freight door and business siding bay window. The camera is facing west.  
Photograph number 12.

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Window and door leading from east facade of depot into gentlemen's waiting room. The camera is facing west. Photograph number 13.

East entrance into gentlemen's waiting room and south side of business siding bay window. The camera is facing north west. Photograph number 14.

Business siding bay window and east entrance into ladies' waiting room. The camera is facing south west. Photograph number 15.

Exposed wooden beam foundation on south east corner of ticket office. The camera is facing north. Photograph number 16.

Interior of west facade revealing sliding freight door. The wall to the right of the photograph represents the southern end of the office area of the station in addition to a brick chimney. Photograph number 17.

Bulletin board on south wall of the gentlemen's waiting room. The camera is facing south. Photograph number 18.

Example of plaster and lath on ticket office ceiling. The camera is facing east. Photograph number 19

Door trim and transom on interior of ladies' waiting room entrance, east facade of depot. The camera is facing east. Photograph number 20.

South exposure of ticket office taken from the freight area of the depot. Note post and beam construction in freight area in addition to brick chimney. The camera is facing north. Photograph number 21.



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Trim on interior door leading from ticket office to ladies' waiting room. The window in background is located on the north facade of the station. The camera is facing north.  
Photograph number 22.

Agent's desk located on east side of ticket office facing the main tracks. The desk is located in the agent's bay window. The camera is facing west.  
Photograph number 23.

Panelled interior door leading from gentlemen's waiting room to east side of depot. Partially visible is beaded tongue in groove which is present in each waiting room and ticket office. The camera is facing east.  
Photograph number 24.

One of several notices still present on station bulletin boards located in the gentlemen's waiting room. The camera is facing south.  
Photograph number 25.

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Scottsburg Depot  
(Jeffersonville, Madison and Indianapolis Railroad Depot)

Photographs

Name of Property: Scottsburg Depot  
(Jeffersonville, Madison and Indianapolis R.R. Station)  
(This information is the same for each photograph listed.)

City and State Where Located:  
Scottsburg, Indiana  
(This information is the same for each photograph listed.)

Name of Photographer:  
Mark Nicholson  
(This information is the same for each photograph listed.)

Date of Photograph:  
May 2, 1991  
(This information is the same for each photograph listed.)

Location of Photograph Negative:  
Scott County Preservation Alliance  
545 North Highland Street  
Scottsburg, Indiana 47170  
(This information is the same for each photograph listed.)

Description of View and Photograph Number:

Southeast corner of depot revealing brackets and board and batten construction. The location of a freight door on the south facade is also included. Evident is alteration to the east facade which allowed the depot to be use for commercial purposes by its present owner. The camera is facing Northwest.  
Photograph Number 26.

Interior view of original Gentlemen's waiting room revealing beaded tongue-in-groove wainscoting. The photograph is of the west wall and the camera is facing west.  
Photograph Number 27.

