

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name P.C.C.&St.L. Railroad Freight Depot

other names/site number Central Union Warehouse

2. Location

street & number 449 South Pennsylvania Street not for publication

city or town Indianapolis vicinity

state Indiana code IN county Marion code 097 zip code 46225

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Daniel Fogarty 9 May, 1995
Signature of certifying official/Title Date
Indiana Department of Natural Resources
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:)	_____	_____
_____	_____	_____
_____	_____	_____

P.C.C.&St.L. RR Freight Depot
Name of Property

Marion Co., IN
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is: N/A

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ENGINEERING

Period of Significance

1916-1945

Significant Dates

1916 Construction

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Office of Chief Engineer-P.C.C.&St.L. RR.

Jungclaus, William P. Co., General Contractor,
Indianapolis

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
0		sites
3		structures
0		objects
4		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: Rail-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: Rail-related
Road-related

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation concrete

walls brick

roof concrete

other wood

metal: steel

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

P.C.C.&St.L. RR Freight Depot
Name of Property

Marion Co., IN
County and State

10. Geographical Data

Acreage of Property 4.534

UTM References

(Place additional UTM references on a continuation sheet.)

1

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5	7	2	3	4	0
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4	4	0	1	1	4	0
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Zone Easting Northing

3

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Zone Easting Northing

4

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 See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title William L. Selm, Consultant

organization Village Community Development Corp. date March 1995

street & number 401 East 41st Street telephone (317) 283-7820

city or town Indianapolis state IN zip code 46205

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Dhu Aine T. Snyder and Gladys M. Snyder

street & number 449 South Pennsylvania Street telephone (317) 262-9371

city or town Indianapolis state IN zip code 46225

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Freight Depot (Depot) is an industrial building located on a 4.534 acre site. The site is located on the east side of South Pennsylvania Street south of East South Street and extends over East Merrill Street. The neighborhood is industrial with neighboring factories, offices and warehouses as it has been for almost a century. The Depot is the only building on the site which also has an open area once the site of a rail yard with five lines; and three structures: the brick driveway; the concrete retaining wall along Pennsylvania Street; and the concrete and steel bridge over Merrill Street, creating an underpass.

The Depot is a one-story, brick, industrial railroad warehouse 790 feet long and 70 feet wide. The building is composed of a full, poured-concrete basement and floor. The walls are of a solid masonry, brick construction. The gable roof is covered with corrugated masonry panels resting on a steel truss support system.

Stylistically the Depot resists classification, but some style elements are noteworthy. The building is distinctive for its long, narrow form, standard of the building type. The gable roof is framed by brick fractables with sandstone accents. The massive roof originally was clad with tiles and reminds the viewer of the many tile-clad roofs on Craftsman Style houses in Indianapolis. The long expanse of the roof is bisected by the gables of the two-story office pavilion. (Photo #2)

Exterior

Extending beyond the exterior walls of both the east and west facades is a wood-frame canopy sloping toward the building and suspended by steel rods. The exterior bricks are hard-fired with a low glaze and rounded edges. The rounded edge provides for a deep mortar joint.

The east facade has a concrete platform extending 10 feet from the facade. (Photo #6) The west facade has a 10.5 inch lip projecting from the facade. (Photo #1) The east facade faced the rail yard with the projecting platform facilitating the unloading of box cars. (Photo #5) The west facade faces the driveway with a shallow lip serving as a dock for the loading of trucks. (Photo #1)

The east and west facades are divided into forty-eight (48) bays of equal size, each with its original metal overhead roll-up bay door. (Photo #2) Above each bay door is a steel lintel anchored by star wall anchors. Above the bay doors and the platform canopy is a transom with

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three windows separated by simple steel mullions. Each window has an industrial steel sash and twelve panes in the windows flanking the fifteen-pane center window. Every bay of the west facade has a centered basement window with either a steel or wood sash. Some windows have been boarded over.

The original exceptions to this bay door and transom configuration are as follows:

Bays 24 and 25 on both the east and west facades have no transoms as they are surmounted by the gables of the office pavilion, the Depot's only second story portion. (Photos #2 & #7) The second story office is lighted by four windows in each gable with 12-over-12 lighted wood sash. The gable has a fractable with sandstone coping.

Bays 37 and 38, (over Merrill Street) have no basement windows.

Bays 7, 19, 31 and 43 on the east facade originally functioned as the windows for the four "checkers' offices". Instead of overhead bay doors, these bays have brick knee walls and large steel-sash windows. (Photos #6 & #12)

The south facade is distinctive for the strong angular form of the sandstone-coped gable fractable rising above the roofline. The wall is divided into three bays with a pair of 10-lighted fixed steel-sash windows. Below the center pair of windows is a wood door with sheet-metal cladding. The windows have flat arches and rowlock brick sills. Extending southward from the facade is the concrete platform and the canopy continuing from the facade supported by a series of free-standing steel columns. (Photos #4 & #5)

The north facade is the party wall once shared with the neighboring building to the north. This three-story building was demolished in 1993. The top of the wall is uncoped and unfinished. The wall on the depot's northwest corner is pierced by two doors, one centered with a segmented arch, the other, square-headed. (Photo #1)

Aside from the Depot, other features of the site include the driveway, the Merrill Street underpass and the retaining wall. The brick-paved driveway, with some asphalt repair patches, runs the entire length of the Depot with two entrances to South Pennsylvania Street. (Photo #1) The driveway is defined on the west by the original, poured-concrete retaining wall. The wall is paneled and serves as the foundation facade for the property, abutting South Pennsylvania Street and rising twelve feet from the pavement at its highest point. (Photos #2 & #4) This wall is pierced by an opening allowing East Merrill Street to pass under the Depot. Merrill Street was depressed and bridged by the Depot site to accommodate the rail line elevated to meet the

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elevated Union Railway tracks north of South Street. The Merrill Street underpass also accommodates the two flanking garage entrances into the Depot's basement garage. (Photos #3, #4 & #8) Immediately east of the Depot is the former rail yard where five rail lines once were.

Exterior Alterations

Twenty four of the west facade's forty-eight bays have sawtooth docks projecting from the dock. These poured-concrete structures vary in height and were added in the 1950s and 1960s to accommodate semi trailer trucks unable to dock perpendicular the length to the Depot. (Photo #1) Bays 18 and 19 on the west facade have been infilled with tongue and groove siding, windows and a door to accommodate an office, constructed around 1960. (Photo #2)

The roof was originally covered with tile, but was replaced with the present transite corrugated panels, composed of concrete and asbestos, circa 1950. (Photos #2 & #3)

The canopy over Bay 48 on the southwest corner was removed in the 1960s. (Photo #4)

The original rail lines in the railyard to the east of the building were removed in the 1950s and 1970s to clear the area for truck parking . One functioning rail line remains near the loading platform. (Photo #5)

The rail platform and canopy extending from the south facade was added in the 1950s. (Photo #5) The northern portion of the rail platform was enclosed with sheet metal to provide additional storage room in the 1950s. (Photo #7)

Interior

The interior of the Depot is largely unaltered with its simple warehouse character intact. The interior is divided into four rooms (Sections 1, 2, 3 & 4 from the north to south) of equal size and appearance by interior brick partition walls. The floor is concrete, covered with maple tongue and groove flooring. The floor slopes, by design from east to west to aid in the unloading of inbound freight from the railroad boxcars to the trucks. The Depot is a clear span area with no posts or columns supporting the roof. The exterior and the interior fire walls support the steel truss roof system which is exposed and open to the underside of the roof. (Photos #9 & #13) The three fire walls are pierced by the original doorways with metal-clad sliding fire doors.

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The center fire wall between Sections 2 and 3 also supports the original second floor Depot office. (Photo #10) An open steel stair case begins in the basement and leads to the office area. A cantilevered landing straddles the fire wall with steel supporting brackets and pipe railing. (Photo #11) The office consists of four small rooms and is intact in its plain detailing with plaster exterior and interior finishes and paneled, glazed doors. The office is ventilated and illuminated by the gable windows and interior double-hung windows overlooking the Depot interior.

Each of the four sections had centrally located "checkers' offices" along the east wall. The offices are one bay wide and constructed of hollow tile block covered with plaster, and lighted by steel sash windows. These offices were removed in Sections 1 and 3 in the 1950s and 1960s to provide more floor space. (Photo #12) The two surviving "checkers' offices" are located next to the freight elevators, installed in 1954 (Section 2) and 1974 (Section 4) in the original elevator shafts. Scale pits are also located in each section along the east wall. Only one scale structure has survived with cast iron Doric columns and a wooden cornice bridging them. The original character of the basement is intact with a series of concrete columns dividing the area laterally into three bays with the bays delineating the bay system established on the first floor. The walls, floors and ceilings are concrete. The ceiling is vaulted between the columns. The slope of the Depot floor is most apparent in the basement. (Photo #14)

Originally only the basement level of Section 3 and a portion of Section 4 were finished. The Section 3 basement accommodated the boiler room, toilet and shower room and locker room for the depot workers with a small loading dock and garage entrance from the Merrill Street overpass. The Section 4 basement also has a garage door entrance south of Merrill Street. Originally the basement under the balance of the Depot was unfinished. Concrete floors were poured in the originally unfinished basement areas in the 1960s and 1970s, with cold storage rooms added on.

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Interior Alterations

Two toilet rooms added along the north wall of Section 3, circa 1950, under the second story office.

Larger doorways were cut in the fire walls to allow fork lift trucks in the 1950s. All openings have sliding steel doors.

A wood-frame office was added circa 1960 at Bays 18 and 19 on the west walls. Finished with hard board panels, plywood and drywall.

Concrete floors were poured in the unfinished basement areas in the 1960s and 1970s, with walk-in cold storage rooms.

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The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Freight Depot (Depot) is significant under Criterion A as it is associated with events that have made significant contribution to the broad patterns of American and local history, specifically in the area of transportation. The Depot is also significant under Criterion C in the areas of engineering and architecture as it is the only historic railroad freight depot surviving in Indianapolis. The Depot is an excellent example of industrial railroad architecture in Indianapolis, a product of the massive railroad improvement project of the 1913-1922 period that resulted in the elevation of all railroads in the downtown area and the construction of the second train shed for the Indianapolis Union Railway Station. The Depot was designed to handle the inbound freight of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (P.C.C.&St.L.), one of many rail lines entering Indianapolis, each with its own freight depot.

The Depot is the last remaining historic railroad freight depot in Indianapolis. It was one of seven constructed in the downtown area responding to the need for improved and expanded freight facilities in tandem with the track elevation project of 1913-1922. The many pioneer depots of the nineteenth century along the downtown Union Railway had served as freight depots for decades, but the different railroad companies planned larger, new, modern freight depots to tie into the elevated tracks. The nineteenth century freight depots had to be razed to make way for the elevated tracks.¹ It is ironic that the track elevation, the improvements to Union Station and the new freight depots were completed as railroad travel began its decline.

The Depot and its contemporaries were part of the elevation project. The Monon freight station was constructed in 1924 along the track elevation New Jersey and East Pearl Streets, now the site of the Indianapolis heliport. The B&O Railroad constructed its freight station at 220 Virginia Avenue in 1918 and was demolished, circa 1990. The Big Four Railroad constructed its freight house nearby at South and Delaware Streets and was demolished, circa 1982. The Illinois Central Railroad freight house at West South Street and South Senate Avenue has also disappeared. All of the above-mentioned were similar, using fire-proof construction and concrete technology with long narrow footprints and platforms to facilitate the unloading and loading of box cars. The Depot operated in tandem with the P.C.C.& St.L. outbound freight house located on the same block, at East South and South Delaware Streets.² The outbound freight house was dedicated to the storage and handling of outbound freight with a near-identical ramped driveway for trucks delivering goods to be shipped out. It was demolished in the late 1970s to make way for the Star

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& News warehouse presently on that site.

The Depot and its aforementioned contemporaries were designed to integrate truck and rail transportation. Trucks docked at the Depot to receive goods hauled long distance by train; they then distributed the goods throughout the city. Since the Depot was designed for both trains and trucks it was well suited for a second life as a truck terminal and warehouse when railroad freight hauling was in decline.

The Depot was planned as a part of the track elevation project of 1913-1922. This project resulted in the elevation of tracks leading to Union Station and the construction of the present Union Station Train Shed and the sinking of the creek Pogues Run underground as it ran near and parallel to the railroad tracks.

Track elevation was discussed and studied in the late nineteenth century. The issue was championed by the Commercial Club (forerunner of the Chamber of Commerce) in the 1890s.³ Track elevation was the solution to problems created by the heavy rail traffic on the tracks at grade level. The high volume of traffic effectively cut the city in half, paralyzing street traffic. The first track was elevated in 1905 at Tenth Street and Massachusetts Avenue preceding the comprehensive elevation project of 1913-1922. Track elevation was jointly funded by the railroads (75%) and city and county governments (25%). A comprehensive plan for the downtown elevation was enacted in 1911-1912 with details approved in 1912. In 1913 began the massive project to elevate the Union Station tracks between Senate Avenue to East Washington Street and was completed in 1922.⁴

The P.C.C.& St.L. Railway Co. (later Railroad Company) purchased the forty lots for the site of the Depot in 1910 and 1912. Henry Street was vacated in 1913.⁵ Through a series of mergers in the nineteenth century and into the twentieth century the P.C.C.& St.L had acquired control of the historic Madison & Indianapolis Railroad (M.&I.R.R.) rail line and yards.⁶ (The M.&I.R.R. was the first railroad to reach Indianapolis and part of the Depot's location is the site of the 1846 M.&I.R.R. depot and rail yard.)⁷ The P.C.C.& St.L. planned to expand the facilities with the construction of an outbound freight depot in 1912-1913 which was lengthened by 1914 when the Merrill Street underpass was completed at South and Delaware and the subject inbound freight Depot along Pennsylvania Street. These two depots complemented each other in appearance and

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function, while loading and unloading freight cars arriving and departing on the main line separating them and elevated over South Street to Union Station.⁸ The inbound Depot was constructed in 1916-1917. Construction drawings for the Depot were dated December 1912 and May 1914 and are the work of the office of the Chief Engineer of the P.C.C.&St.L. The drawings were revised in January, April and May of 1916. The building permit (#2905) was issued on December 14, 1915.⁹

The surviving plans of the basement and first floor levels identify the use of rooms in the basement and the extent of the finished basement areas. The elevator shafts were constructed as planned but the actual elevators were described as "prop[osed]". Two elevators were finally added in 1954 and 1974. A comparison of the drawings to the existing Depot prove that building was constructed as planned, and that it has changed very little.

As the Depot was designed specifically for inbound freight of the P.C.C.&St.L., it has features conducive for that purpose. The Depot's interior spaces are open and free of obstacles to the movement and storage of freight. The masonry walls support the steel roof truss system spanning the seventy feet from east to west. The ninety-two bay doors and the four "checkers' offices" render the long east and west walls essential as a series of piers. The roll-up overhead doors and the office suspended above the floor economize the use of interior space with no floor space lost to non-storage use. The sloped floor aided in the unloading of freight from railroad boxcars on the east side into the Depot for short-term storage or directly into trucks on the west side.

The truck dock illustrates that the railroads were updating their operations to accommodate the motorized local distribution of freight delivered by rail. However, it is a foreshadowing of the evolution of freight hauling from exclusively rail transportation to rail and truck and eventually to almost exclusive truck transportation for both short and long distances from the period before the First World War to the post Second World War era.

Since the advent of the railroads in the antebellum period to the turn of the century, the railroads reigned supreme in transportation as the country and the state had few good overland roads and the canals proved too costly and impractical. Virtually all manufactured goods, raw materials and passengers moved from city to city, within cities and from city to town by rail. As the economy expanded and consumerism increased so did the means of transport--the railroads. Rail freight

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traffic increased from 10 billion ton miles in 1865 to 366 billion ton miles in 1916.¹⁰ However, with the development in the early twentieth century of alternatives to rail freight delivery, the rate of rail freight growth slowed. These freight-delivery alternatives were specifically the river barge, the pipeline and the truck. The barge competed with hauling of bulky and heavy raw materials, pipelines for gas and oil; and the truck for all these and everything else imaginable.¹¹

Trucks originally replaced the wagon and team in short distance hauling, including the delivery of freight to and from the depot. Trucks also took over the hauling of general merchandise in less-than-carload increments as it required more handling and bother for the railroads. Eventually trucks took over the long distance hauling as well, relegating trains to carry only heavy bulky loads over great distances.¹²

Trucks could not have replaced trains without the development of hard surface roads. Interest in improved hard surface roads grew out of the bicycle craze of the 1890s but became a reality with the successful development of the automobile and its popularity.¹³ The trucking industry benefitted from the improvement of the roads and the establishment of the Indiana State Highway Commission in 1917 after the lobbying of automobile enthusiasts and their organizations such as the Hoosier Auto Club and the Indiana Good Roads Association. Organizations such as the Transfer Division of the Indianapolis Chamber of Commerce and State and City Trucking Association advocated further road improvement and the development of the emerging trucking industry soon after the First World War.¹⁴ The number of licensed trucks in Indiana grew from 31,654 in 1920 to 128,087 in 1930 and to 228,997 twenty years later.¹⁵

As the volume of rail freight declined, so did the usage and importance of the many railroad freight depots in Indianapolis. The Depot was increasingly used as a truck freight warehouse for a number of merchants and trucking companies. Central Union Truck Terminal, Inc. was one of the tenants of the Depot, beginning in 1925. Central Union was founded in 1917 by Thomas F. Snyder (1871-1957). He was described at his death as "a pioneer in the American motor trucking industry". In 1914 Snyder established the first scheduled truck line, from Indianapolis to Waverly, Indiana. Snyder was active in promoting the trucking industry and advocated hard surface roads. He was a national leader in the industry in the teens, 1920s and 1930s. Central Union Truck Terminal was the first consolidated truck terminal in the nation, established at another location before Central Union leased the Depot.¹⁶ As his trucking business grew Snyder expanded his

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organization with several locations, including the Depot. Eventually Central Union occupied the entire building while the Pennsylvania Railroad, successor to the P.C.C.&St.L., occupied the finished basement. By 1974 there was no longer a railroad presence in the Depot.¹⁷ As one of the owners of Central Union Truck Terminal, Inc., the founder's son Dawn Snyder, purchased the building from the Pennsylvania Railroad in 1980. The building's present owner, also a son of the founder, purchased it in 1988. Central Union Truck Terminal continues to operate as a warehouse storing goods delivered by truck and the occasional train of boxcars.

The Depot survives largely intact as a reminder of the railroads at their zenith. By the time the Depot and the track elevation was completed, train freight and passenger traffic was in decline. Unlike Union Station, the Depot is an industrial structure designed and built to receive and distribute freight shipped to Indianapolis. As a hard-working structure, its users were freight handlers and truckers, not the general public. The Depot is unique in that it made the transition from rail to truck freight and continues in this capacity. It is the only surviving freight depot in Indianapolis.

END NOTES

1. Indianapolis Star, February 19, 1922.
2. Sanborn Insurance Maps, 1914/1915 and 1914/1915-1954.
3. George S. Cottman and Max R. Hyman, Centennial History and Handbook of Indiana (Indianapolis: Hollenbeck Press, 1915), p. 357.
4. Indianapolis Star, February 19, 1922.
5. Land Title Records, Marion County Recorder's Office, Indianapolis.
6. Clifton J. Phillips, Indiana in Transition (Indianapolis: IN Historical Bureau & IN Historical Society, 1968), p. 230-231.
7. James H. Madison, "Businessmen and the Business Community in Indianapolis, 1820-1860" (unpublished Ph.D. dissertation, Indiana University, 1972), p. 91.

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National Park Service

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P.C.C.&St.L. RAILROAD FREIGHT DEPOT
8. STATEMENT OF SIGNIFICANCE

8. Sanborn, 1898-1913 and 1914/1915; Third Annual Message of Samuel Lewis Shank, For 1912, pp. 85-86; Bass Photo Collection, Indiana Historical Society Library, Photo negative # 215217-F & # 215218-F.
9. "No. 8411, Inbound Freight House, Pennsylvania Lines, P.C.C.&St.L.Ry. Indianapolis", 2 sheets, December 1912 and May 1914; Record of Building Permits, 1915-1918, Microfilm Records Division, City of Indianapolis.
10. John F. Stover, The Life and Decline of the American Railroad (New York: Oxford University Press, 1970), p. 235.
11. Ibid., p. 236.
12. Ibid., p. 237.
13. Ralph D. Gray, "Transportation," The Encyclopedia of Indianapolis (Indianapolis: Indiana University Press, 1994), p. 192.
14. Phillips, p. 266; and "Tom Snyder...", American Cartagemen, January 1954, p. 15.
15. John D. Barnhart and Donald F. Carmony, Indiana from Frontier to Industrial Commonwealth Vol II, (New York: Lewis Historical Publishing 1954), p. 472.
16. American Cartageman, January 1954, p. 15; "Meet the Man You Think You Know," The Regulated Carrier, July 1, 1937, p.11; and "Tom Snyder..." (obituary), Indianapolis News, August 28, 1953, p. 29.
17. R.L. Polk, Indianapolis City Directories, 1917-1989/1990.

United States Department of the Interior
National Park Service

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P.C.C.&St.L. RAILROAD FREIGHT DEPOT
9. MAJOR BIBLIOGRAPHICAL REFERENCES
Bibliography

Annual Message of Samuel Lewis Shank, Mayor of Indianapolis, for the Year Ending December 31, 1913. Indianapolis: Sentinel Printing, 1914.

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Section number: 9 Page: 14 P.C.C.&St.L RAILROAD FREIGHT DEPOT

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Continuation Sheet

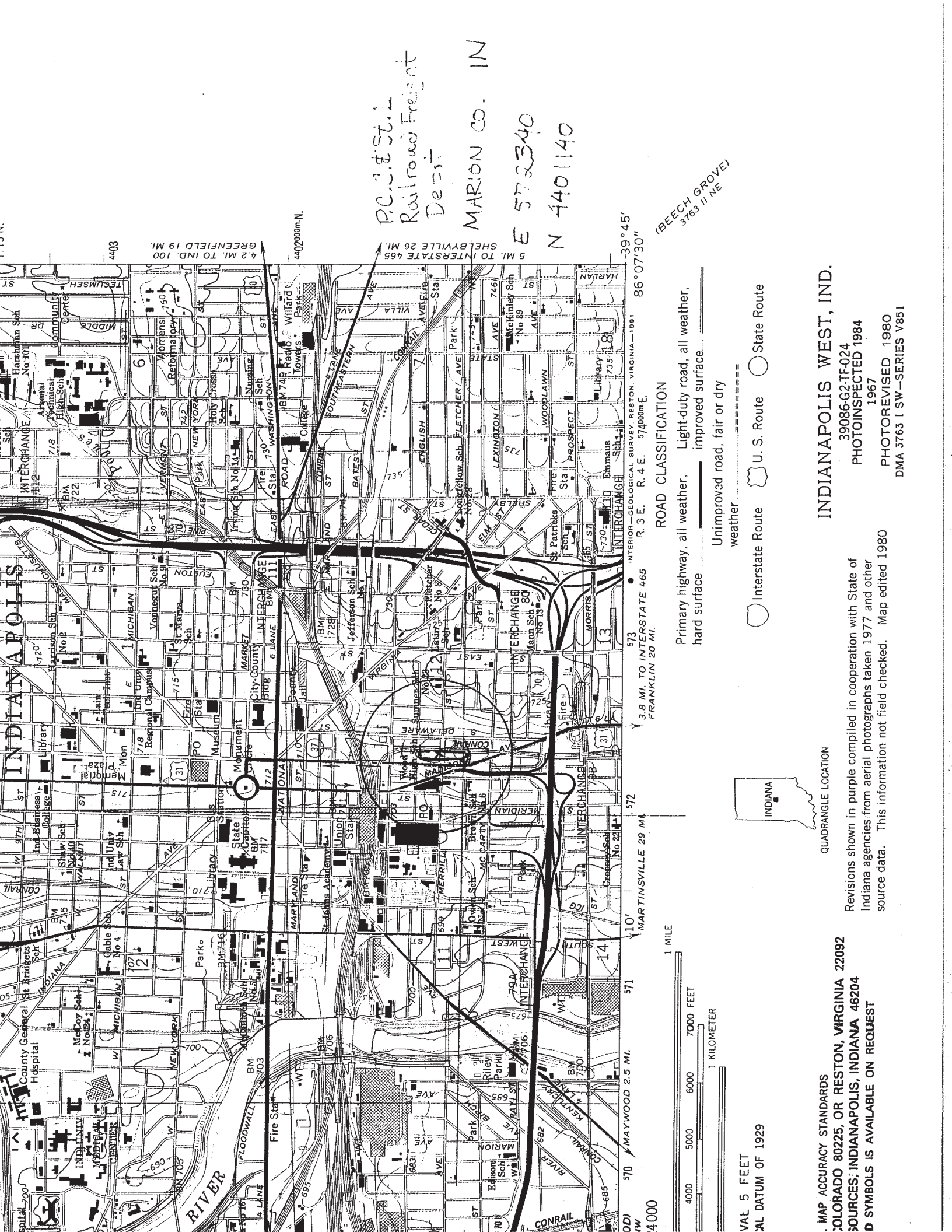
Section number: 10 Page: 15 P.C.C.&St.L RAILROAD FREIGHT DEPOT

Verbal Boundary Description

The Depot occupies all or in part the following lots of McCarty's Subdivision of out lots 17,24 and 111 of the Donation lands of the City of Indianapolis: 17, 18, 19, 20, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, and 83.

Boundary Justification

The real estate described in the Verbal Boundary Description (above) is the property on which sits the Depot and its driveway, owned by the state owner of record.



PC 2.8 St. 2
 Railroad Front
 Desk
 MARION CO. IN
 E 572340
 N 4401140

(BEECH GROVE)
 3763 II NE



QUADRANGLE LOCATION

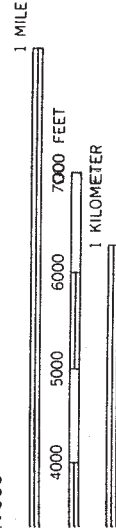
INDIANAPOLIS WEST, IND.

39086-G2-TF-024
 PHOTOINSPECTED 1984
 1967
 PHOTOREVISED 1980
 DMA 3763 I SW -SERIES V851

Revisions shown in purple compiled in cooperation with State of Indiana agencies from aerial photographs taken 1977 and other source data. This information not field checked. Map edited 1980

MAP ACCURACY STANDARDS
 COLORADO 80225, OR RESTON, VIRGINIA 22092
 SOURCES: INDIANAPOLIS, INDIANA 46204
 D SYMBOLS IS AVAILABLE ON REQUEST

VAL 5 FEET
 DATUM OF 1929



ROAD CLASSIFICATION
 Primary highway, all weather. Light-duty road, all weather, hard surface.
 Unimproved road, fair or dry weather.

Interstate Route
 U. S. Route
 State Route

573 3.8 MI. TO INTERSTATE 465 FRANKLIN 20 MI.
 572 MARTINSVILLE 29 MI.
 571 MAYWOOD 2.5 MI.
 4000

ROAD CLASSIFICATION

Primary highway, all weather. Light-duty road, all weather, hard surface.
 Unimproved road, fair or dry weather.

Interstate Route
 U. S. Route
 State Route

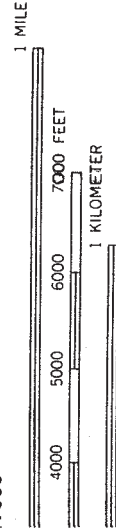
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