NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

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 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 **Amo T H I & E Interurban Depot/Substation**

other names/site number Amo Interurban Depot 063-114-26013

2. Location

street & number 4985 Railroad Street N/A ☐ not for publication

city or town Amo N/A ☐ vicinity

state Indiana code IN county Hendricks code 063 zip code 46103

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 36CFR 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.)

11.1.06

Signature of certifying official/Title 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 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

☐ 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:) _____

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
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	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)

EDUCATION: Library
SOCIAL: Meeting Hall

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN: Romanesque
LATE VICTORIAN: Queen Anne

Materials
(Enter categories from instructions)

foundation: CONCRETE
walls: BRICK
STONE: Limestone
roof: TERRA COTTA
other:

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

Amo T H I & E Interurban Depot/Substation
Name of Property

Hendricks 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 contriibution 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:

☐ **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.

Areas of Significance
(Enter categories from instructions)

ARCHITECTURE
TRANSPORTATION

Period of Significance
1907-1940

Significant Dates
N/A

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown

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

9. Major Bibliographic 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 # _____

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository:

Amo T H I & E Interurban
Name of Property

Hendricks IN
County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References (Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	16	533150	4393020
2			
3			
4			

☐ 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 Dan Lake, AICP

organization Kieser Consulting, LLC date 04-13-2006

street & number 8774 Woodstone Dr. telephone 317/ 624-1834

city or town Indianapolis state IN zip code 46256

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 Town of Amo

street & number P.O. Box 15 telephone 317/ 539-5488

city or town Amo state IN zip code 46103

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Narrative Description

The Amo THI&E(Terre Haute, Indianapolis & Eastern)Interurban Depot/Substation is located on the northeast corner of Pearl and Railroad Streets in Amo, Indiana (see Attachment A). The approximately 0.2 acre site encompasses one-eighth of a city block, fronting Railroad St.

In 2001, the Town of Amo purchased the building in hopes of turning it into a library and community center. Brenner Design of Indianapolis was hired to conduct a Preliminary Architectural Feasibility Report. The following is a history of the building:

The building consists of roughly 1,760 sq.ft., with 1,112 sq.ft. in the two-story substation block and 658 sq.ft. in the depot area. There is also a 350 sq.ft. covered outdoor patio on the south side of the building. Use of the facility for interurban transportation stopped in the early 1950's.

The building is distinctive of the type of building developed for the interurban and consists of a small brick railroad passenger/cargo depot with a large two-story substation repair block at the rear. This facility has the distinctive high boxy shape common to depot/substation combinations, however; this building does have more fenestration then is normally found as well as decorative brickwork. This brickwork is evident above the arched windows, in the brick banding two-thirds of the way up the façade, over the arched doors and in the corbelled brickwork at the parapet.

Sometime in the late 1950's, the building underwent several destructive structural alterations to adopt the building for use as a grain mill. Since 1999 the depot section of the building underwent several interior modifications in preparation for use as a restaurant. These modifications were never completed and the modifications made to the interior were minor.

The small brick building exhibits features of the Victorian Romanesque style including round arch openings, an articulated stringcourse and a corbelled brick cornice which conceals a flat roof. There is a full-width entry porch supported by square wood posts with beveled corners,

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prevalent feature on Queen Anne style houses.

The former depot is square in plan; each side measures approximately 45 feet in length. The massing of the building is divided into two distinct portions. The northern two-thirds is a rectangular box with a flat roof. This area once housed the power substation.

The southern third contained the passenger depot. This area is lower in height and has a hip roof broken by a central square tower that also features a hip roof.

A concrete foundation is visible a few inches above grade on most elevations. Brick walls, with a common bond pattern rises above. Toward the top of the substation portion of the building, a stringcourse, comprised of a band of rowlock bricks between rows of projecting stretcher bricks, wraps the perimeter. A corbelled brick cornice with terra cotta copingstones caps the building. The depot portion of the building possessed a clay tile roof which was changed at some point to asphalt shingle. All of the original round-arch openings are topped with rows of radiating brick voussoirs and have limestone sills. The original wood doors have been replaced with smaller doors. The multi-light windows are still mostly intact. Most of the original windows are in place except for the three windows removed when the front ticket area was removed. The front ticket area was rebuilt to the original design as part of the 2004 project.

The front façade or south elevation exhibits a symmetrical appearance. The northern or substation portion rises above the depot area and features two groupings of three small round arch openings. The stringcourse acts as their sill. The shorter depot portion of the southern elevation is divided into three sections. The central portion rises slightly higher than the ends and features a projecting three-sided brick bay.

The two original windows on either side are still intact. One of the two original doorways is still in use, the other was converted to a window which was then rebuilt as a door after the 2004 project. The full-width entry porch is still intact.

The east elevation has two doors, one entering the depot (original) and the other entering the substation which was rebuilt to the original design. The arched window is original as well.

The west elevation retains all of its original arched windows and the door to the substation was rebuilt to the original design.

The north elevation has not been altered. It features four blind windows with round arches and limestone sills. There is no parapet wall on this elevation; therefore the corbelled brick cornice is at lower height than the other elevations.

The Town of Amo purchased the Interurban building on September 1, 2001. The town paid $26,000.00 for the building funded by local dollars. In October of 2001, Brenner Design of Indianapolis was hired to complete a Preliminary Architectural Feasibility Report for the proposed renovation of the interurban station into a library and community center.

In 2004, the Town applied to the Indiana Department of Commerce Community Development Block Grant program for a $409,684 grant to renovate the building. The grant was received and the work was completed in 2005. Following is the work that was done to the station:

The roof was the most important single item that needs repair or replaced at this time. The flat portion is not visible from the ground and was replaced with a single ply membrane roof system, typical of the industry standards today. The pitched roof originally had clay tiles and at sometime in the past has been replaced with an asphalt roofing material. We have replaced the asphalt materials with clay tile. The parapet needs repair. The original tile caps have been repaired or replaced where pieces are missing.

However, where the roof drains the mortar has been tuck-pointed. We have had the mortar tested; however, this is a 20th century building and we can assume the mortar does have some Portland Cement in its formula. We have specified the new mortar to match the color and texture of the original mortar and not to exceed the strength of the brick. The existing "dog house" that has been installed on the roof has been removed. The roof structure has been returned to the original configuration.

The four facades have been restored to the original configuration. The enlarged doors on the west and east facades have been rebuilt to the original design. The window and second door on the east facade have

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been rebuilt to the original design. The door will not be operable since the toilets will be located on the interior side. New doors and windows are wood with profiles to match the original. The concrete dock on the east façade has been removed.

The raised floor and mezzanine on the interior has been removed and restored to the original design. The interior has been changed from the original with the installation of interior partitions and toilets (see Attachment C - Existing Floor Plan). The basic divisions of passenger waiting / office and generating areas remains intact. The proposed design and use includes two new toilets. The proposed use will locate a library in the south room and a community center in the larger north room (See Attachment C - Proposed Floor Plan). The south room will remove all existing finishes and install new finishes.

This includes a new ceiling but at a higher location, currently planned 9′-0″ or higher instead of the existing 8′ - 0″. The exposed brick in the north room has been retained.

A new ceiling has been installed at the original location, just under the roof structure. The design meets ADA requirements. New mechanical, electrical and plumbing systems have been installed. These NPS have followed the design standards for historic properties.

This project meets the Secretary of the Interior's Standards for the Treatment of Historic Properties.

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Statement of Significance

The Amo THI&E Interurban Depot/Substation is significant under Criterion A as a remaining vestige of the once prevalent interurban rail system. It serves as an important component contributing to the history of transportation, not only in Indiana, but also in the United States. The depot is also significant under Criterion C for architecture. The depot/substation is representative of a specific building type that is no longer constructed. It features high-style architectural design with a characteristic floor plan consistent to other buildings of its genre.

The Amo THI&E Interurban Depot/Substation is unique by virtue that it is not unique. This station possesses two practically identical counterparts along the THI&E line during the same time period. The appearance of the buildings became an icon identifying interurban stations along the THI&E line. In Plainfield, Indiana, the twin building remains. The depot in Reelsville, Indiana has since been torn down.

In an article in Indiana Preservationist by Jena Roy, Regional Program Coordinator, the towns of Amo and Plainfield, located less than 15 miles apart in Hendricks County, boast twin interurban depots built in 1907. Multiple depots of the same design were not unusual, according to Francis parker, author of *Indiana Railroad Depots: A Threatened Heritage*.[1]

In 2002, the Plainfield Interurban Depot in Plainfield, Indiana was submitted for inclusion in the National Register of Historic Places by Ratio Architects project Manager Julie Zent. The Amo Interurban Depot has the same historical and architectural significance as the Plainfield Interurban Depot. Much of the following information is derived from the Plainfield Interurban Depot application. Included are the sources of her research and citations.

[1] Jena Roy. "Twin stations have towns seeing double", *Indiana Preservationist #4* July/August 2002

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Transportation Significance

The electric railway system was born out of the technological revolution in the United States in the late 1800's. People were searching for a faster, more reliable method to accommodate their local travel needs in a manner similar to how the steam railroad changed long distance travel. The steam locomotive had opened a new age of conveyance that was dependable and efficient. Furthermore, unlike the animal, the iron horse could not succumb to disease. This system could negotiate great distances and carry great loads of both people and products at speeds previously unknown to the horse and buggy. The electric interurban became the translation of these benefits at a local level.

The knowledge to create this new electrified mode of transportation was available in the late 1800's. The cable car was the first mechanical method to be implemented successfully for local travel. This means of transport worked well to traverse hilly terrain. However, it was not easily adaptable to other communities and its shortcomings often outweighed its benefits.[2]

In 1888, the first successful electric streetcar was developed in Virginia. It consisted of twelve miles of track, a powerhouse and forty cars. The success was contagious and interurban lines were soon found in communities throughout the nation. Where horses constituted 70% of local miles traveled in 1890, twelve years later, 97% of street mileage was electrically operated.[3] In 1901, over 15,000 miles of electric track were laid in the United States. By the 1920's almost every metropolitan area had an interurban service. In Indiana, interurban railways linked 62 of the 92 counties via approximately 2,400 miles of track.[4]

[2] George Woodman Hilton. *The Electric Interurban: Railways in America,* (Stanford, California: Stanford University Press, 1960) 5.

[3] Ibid, 7.

[4] Francis H. Parker, *Indiana Railroad Depots: A Threatened Heritage,* (Muncie, Indiana: Ball State University, 1989) 28.

Charles L. Henry of Anderson, Indiana is credited for coining the term 'interurban' in 1892 when he devised a plan to link the Gas Belt cities of Indiana via electric railcars. By 1895, the word gained almost universal usage.[5] Four characteristics define an interurban system; electric power, emphasis on passenger services, faster equipment than streetcars and operating on city streets and on the sides of highways.[6] An alternate definition simply asserts that an interurban is a railway having less than half its track within municipal limits.[7]

The difference between a trolley system and an interurban is sometimes hard to make a clear distinction. Wikipedia refers to interurbans as "a higher speed rural trolley system". Many trolley systems were simply country trolley routes extended to reach a nearby town. But in other areas, particularly the Midwest, the interurbans were not just trolley line extensions, but they were scaled down, electrically powered competitors of the steam railroads. They usually used the tracks of the local streetcar companies to reach the centers of the towns and cities on their routes, but had their own private rights-of-way in the countryside. In Ohio, Indiana, Illinois and southern Michigan, a vast network of lines were developed through the first decade of the twentieth century. Also, in contrast to trolleys, many interurbans developed a substantial freight business.[8]

Probably the main distinction of the interurbans was the fact that they not only provided transport, but also were the earliest sources of electric power outside of large cities. In fact, interurban railway was quite often a subsidiary of an electric supply enterprise.[9]

[5] Jerry Marlette. *Electric Railroads of Indiana,* (Indianapolis, Indiana: Council for Local History, 1959) 5.
[6] George Woodman Hilton. *The Electric Interurban: Railways in America,* (Stanford, California: Stanford University Press, 1960) 9.
[7] Jerry Marlette. *Electric Railroads of Indiana,* (Indianapolis, Indiana: Council for Local History, 1959) 5.
[8] Narration script - *TROLLEY: The Cars That Built Our Cities,* Transit Gloria Mundi, Transit & Light Rail Videos, http://www.transitgloriamundi.com/trolley_videos/trolley/narration.html
[9] J.B. Calvert. *Interurbans,* http://www.du.edu/~jcalvert/railway/trolley.htm

The interurban created its niche by adhering to three basic principals. It traveled to recreational destinations, carried cargo as well as passengers and offered lower fares than any other mode of transportation.[10] Along with these benefits, the interurban accessed small communities with its electric cars running at regular intervals. It was not economically feasible for the steam locomotive to operate at such frequencies or to such numerous locales.

The Midwestern portion of the United States offered an ideal venue for interurban travel. The level terrain and the lack of large bodies of water meant no major obstacles for the interurban track to negotiate. People living in remote areas could now travel to major metropolitan areas in an economical and expedient manner.

A vast network of interurban lines formed in the states of Indiana and Ohio. These two states boasted the greatest number of track mileage. Indiana and Ohio also benefited from the fact that their interurban systems intermingled and could provide transportation to a greater variety of places with less transfers. The THI&E line was among the largest and strongest interurban companies in the nation.[11] Indianapolis was considered the Interurban Capital of the nation boasting the largest interurban station called Traction Terminal.[12] This terminal accommodated up to 400 trains a day on its seventeen interurban lines.[13]

[10] University of Virginia. *Interurban Rail: Incorporating the Hinterlands at the Dawn of the Twentieth Century,* (*http://xroads.virginia.edu/~HYPER/INCORP/interurbanrail?index.html*) February 2002) Subsection: Competition, 2-3
[11] University of Virginia. *Interurban Rail: Incorporating the Hinterlands at the Dawn of the Twentieth Century,* (*http://xroads.virginia.edu/~HYPER/INCORP/interurbanrail?index.html*) February 2002) Subsection: Midwest, 2
[12] Gus Pearcy, "Interurban Building Gets $10,000 Grant." Hendricks County Flyer, (January, 2002) A-4
[13] Bruce C. Smith. "American Legion Post Donates a Former Interurban Station to Town." The Indianapolis Star: Metro West, (March 1, 2001), 1-2

Interurban service from Indianapolis to Amo began when the THI&E Traction Co. finished its electric railway between Indianapolis and Greencastle in 1907. The first interurban car arrived at the Amo station on July 4, 1907. A time table from April 22, 1928 shows 15 daily stops from Indianapolis starting at 5:23 AM through 12:23 AM. The time from the Amo station to the Traction Terminal in Indianapolis was approximately 1 hour give or take a minute or so.

Sometime around 1907 after finishing the line between Indianapolis and Greencastle they connected with a line east of Brazil, Indiana and thence to Terre Haute. The original plan had been from Indianapolis to Amo then Danville and back to Brazil and Terre Haute. They even had the right-of-way purchased, the grade built, concrete structures laid, part of the track on grade, but there was just too much winding around so it was abandoned in favor of the direct line from Plainfield to Terre Haute via Cartersburg, Clayton, Amo, Coatesville, Fillmore, Greencastle and onto Terre Haute.

The road was operated very successfully for several years and rendered much appreciated service to the towns and communities along its route. This was also the same year the THI &E Traction Company was formed. It became the second largest interurban company in the state.[14]

The THI&E enjoyed a period of expansion until 1912[15], followed by an age of prosperity lasting into the 1920's. It moved freight, cattle and passengers $2.5 million in debt in 1930. By 1931, 188 miles of the THI&E interurban lines were abandoned and the company was sold at auction to the Midland United Corporation.[16] The Amo line and depot survived these changes and continued to function much as it did from the beginning.

[14] Dalta Hudson. *Amo Homecoming 1988 'Hoosier Celebration'*, (Hoosier Celebration Committee, 1988) 31-32.

[15] William D. Middleton. *The Interurban Era*, (Milwaukee, Wisconsin: Kalmbach Publication, 1961) 157.

[16] George Woodman Hilton. *The Electric Interurban: Railways in America*, (Stanford California: Stanford University Press, 1960) 279.

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The growing popularity of the automobile forced the ruin of many an electric rail company. The interurban survived as long as it was more technologically advanced than the automobile. The car eventually caught up with technology while the interurban remained status quo. The automobile offered greater ease, affordability and range than the narrow tracks of the interurban ever could. It also catered to the American peoples' love for individualism. Conspiracy theories of diesel conglomerates forcing the interurban demise also exist.[17]

The Indiana Railroad Company, owned by the Midland United Company, formed on August 1, 1930 accumulated approximately 600 miles of track including 214 from the THI&E Traction Company.[18]

They ran the lines until 1935. In the following years, they abandoned most of it lines. The Indianapolis to Terre Haute track was the last remaining vestige of the interurban portion of the company. Interurban transportation for Amo ceased on January 10, 1940.[19]

[17] University of Virginia. *Interurban Rail: Incorporating the Hinterlands at the Dawn of the Twentieth Century,* (http://xroads.virginia.edu/~HYPER/INCORP/interurbanrail/index.html. February 2002) Subsection: *Why Interurban Lost,* 1.

[18] George Woodman Hilton. *The Electric Interurban: Railways in America,* (Stanford California: Stanford University Press, 1960) 284.

[19] Jerry Marlette. *Electric Railroads of Indiana,* (Indianapolis, Indiana: Council for Local History, 1959) 47.

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In regard to the distinctive architectural styling of both the Amo and Plainfield Interurban Depots, author Francis Parker, elaborates on the key features of this building type in a book entitled *Indiana Railroad Depots: A Threatened Heritage*. The following passages are taken from his book:

The interurban lines shared some depot types with the steam railroads, but they also developed a range of special-purpose buildings suited to their unique operating conditions. In small towns the interurbans sometimes used a small version of the steam railroad combination depot, with or without the distinctive operator's bay window…these interurban depots usually fronted the street, since interurban cars typically entered town through city streets.

Unique to the interurbans was the depot/substation building, combining the functions of a passenger or combination station with those of a power substation…at distances of six to ten miles, the A.C. current was stepped down
and converted to D.C. power for the overhead current, using massive rotary converters. The rotary converters (essentially large motor-generator units) were typically installed in two-story brick "blockhouses" to avoid fire hazards. Early technology required the converters to be manually turned off, not only at night, but also when nearby lightning threatened.

Since this operation did not require the full time of an employee, it made sense to combine substation duties with those of a station agent. A distinctive building type evolved, essentially a small brick railroad depot with a two-story substation block appended at one end or the rear…The hallmark of these depot/substations…is their high boxy shape, the relative absence of fenestration and the three small ports, high on the walls, through which the A.C. power lines entered.[20]

[20] Francis H. Parker. *Indiana Railroad Depots: A Threatened Heritage,* (Muncie, Indiana: Ball State University, 1989) 30.

An important feature of the depot was a bay window fronting the track. This allowed the ticket agent to have a clear view of the track from inside the office.[21] The agent had direct access to all areas of the station without ever leaving his space. The passenger waiting and freight/storage areas flanked the office in nearly identical one-story spaces. The boxy double-height substation was entered via a door at the rear of the office.

Standard depot designs were developed during the interurban's years of prosperity. The functional requirements of the Amo Interurban Depot dictated the overall size and shape of the building. Its design,including Italianate features were most likely developed in the T.H.I. & E. Traction Company's engineering offices rather than being the work of an architect. It is known that individual interurban companies often developed their own distinctive depot designs utilizing the popular architectural style of the time.[22]

The Italianate style, not only being popular during the early 1900's, possesses features conducive to the depot's needs. The deep entry porch served to protect the passengers and freight from inclement weather while waiting for the electric railcar to arrive. Arched windows allowed more natural light to penetrate the space while using fewer costly window units. The use of brick was considered fireproof, a necessity for any building housing a substation.

[21] Walter G. Berg. *Buildings and Structures of American Railroads,* (New York: John Whilry & Sons, 1893) 246.

[22] Francis H. Parker. *Indiana Railroad Depots: A Threatened Heritage,* (Muncie, Indiana: Ball State University, 1989) 5.

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Section 9 - Bibliography

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"Terre Haute, Indianapolis & Eastern Traction Company." *Friday Caller* (February 28, 1908)

"Through Cars Now Running: The Line is Giving Complete Services to Terre Haute." *Friday Caller* (31.January.1908): 1, column 5.

"Through to Greencastle: Putnam's County Seat Now Connected with the State Capital." *Friday Caller* (31.January.1907): 1, column 4.

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Verbal Boundary Description

On the south, the nominated area is defined by a line one foot south of the south roof line of the porch of the depot, on the east by a line one foot east of the easternmost wall of the depot, on the north by a line one foot north of the northernmost wall of the depot, and on the west by the west curb line of County Road 500 W. Also defined as Parts of lots 1 and 2 of the Town of Amo (Morrisville) in southwest quarter of Section 34, Township 35 North, Range 2 West, Clay Township, Hendricks County, Indiana.

Boundary Justification

The boundary includes the nominated building only.

Photographs

The following items are identical in each photograph:

1. Amo Interurban Depot
2. Hendricks County, IN
3. Dan Lake, AICP
4. April 5, 2006
5. Kieser Consulting, LLC

IN_HendricksCounty_AmoInterurbanDepot1
Concrete walk on eastside, camera looking north

IN_HendricksCounty_AmoInterurbanDepot2
Depot waiting area, camera looking south

IN_HendricksCounty_AmoInterurbanDepot3
Depot waiting area, camera looking west

IN_HendricksCounty_AmoInterurbanDepot4
East elevation, camera looking west

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IN_HendricksCounty_AmoInterurbanDepot5
Northwest elevation, camera looking southeast

IN_HendricksCounty_AmoInterurbanDepot6
Front porch, camera looking east

IN_HendricksCounty_AmoInterurbanDepot7
Front facade, camera looking northwest

IN_HendricksCounty_AmoInterurbanDepot8
Ticket office, camera looking southwest

IN_HendricksCounty_AmoInterurbanDepot9
Ticket office, camera looking west

IN_HendricksCounty_AmoInterurbanDepot10
South elevation, camera looking north

IN_HendricksCounty_AmoInterurbanDepot11
Substation door, camera looking east

IN_HendricksCounty_AmoInterurbanDepot12
Substation door, camera looking west

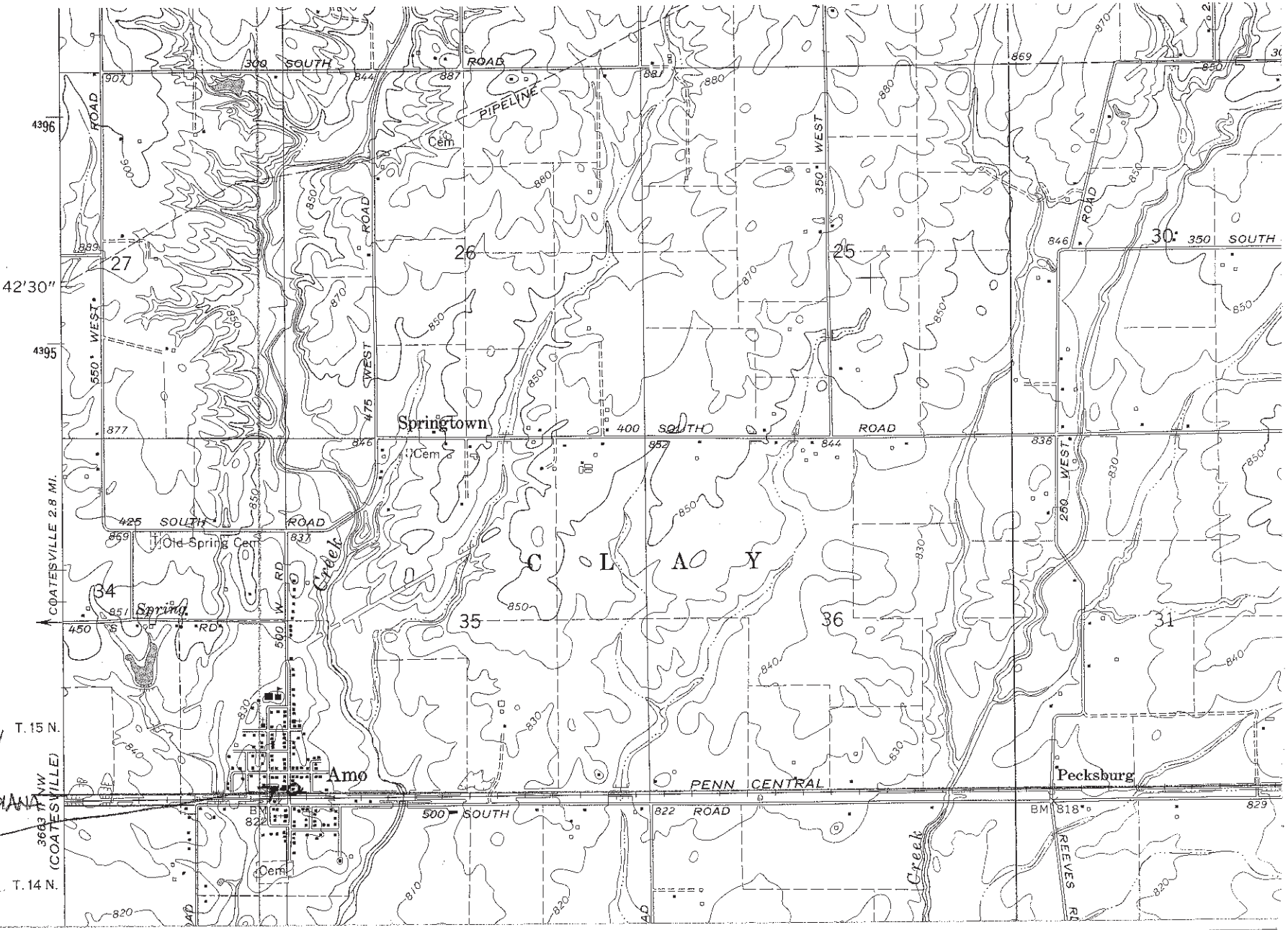
IN_HendricksCounty_AmoInterurbanDepot13
Substation, camera looking south

IN_HendricksCounty_AmoInterurbanDepot14
Substation, camera looking south
IN_HendricksCounty_AmoInterurbanDepot15
Substation, camera looking west

IN_HendricksCounty_AmoIterurbanDepot16
Substation window, camera looking east

IN_HendricksCounty_AmoInterurbanDepot17
Waiting area, camera looking east

IN_HendricksCounty_AmoInterurbanDepot18
Waiting area, camera looking north



AMO THIS IS
INTERURBAN DEPOT/
SUBSTATION
HENDRICKS CO, INDIANA
IC 533150
4393020