

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Shelburn THI&E Interurban Depot/Substation

Historic name: Shelburn Interurban Depot, THI&E Interurban Depot

Other names/site number: _____

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 3 North Railroad Street

City or town: Shelburn State: Indiana County: Sullivan

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

	<u>10.26.15</u>
<hr/>	
Signature of certifying official/Title:	Date
<u>Indiana DNR-Division of Historic Preservation and Archaeology</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/>	
Signature of commenting official:	Date
<hr/>	
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

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.)

Vacant

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other _____

Materials: (enter categories from instructions.)

foundation: CONCRETE

walls: BRICK

roof: ASPHALT, OTHER

other: _____

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Shelburn THI&E Interurban Depot/Substation is a one-story brick masonry bearing-wall building located at the southwest corner of Mill and Railroad Streets in Shelburn, Indiana. The building was built in two phases, c.1911 and c.1916-1920. The earlier wing is located to the east, along Railroad Street, and contained the passenger and freight rooms. The later wing is to the west and was built to house a substation for the electrical system that powered the interurban cars. Both wings are clad in red brick with limestone trim. The building exhibits a functional aesthetic characteristic of vernacular industrial buildings of the first quarter of the twentieth century. Although abandoned for many years, the building retains a high degree of integrity to the period of significance.

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Narrative Description

The Shelburn THI&E Interurban Depot/Substation is a one-story brick masonry building located at the southwest corner of Mill and Railroad Streets in downtown Shelburn, Indiana. The site's address is 3 North Railroad Street. The building was built in two phases, c.1911 and c.1916-1920. The earlier wing is located to the east, along Railroad Street, and contained the passenger and freight rooms. The later wing is to the west and was built to house a substation for the electrical system that powered the interurban cars.

The Shelburn THI&E Interurban Depot/Substation is the only surviving historic building at the main intersection of downtown Shelburn. The building retains its relationship to the rail corridor along Railroad Street, where one heavy rail line remains in place. The interurban tracks formerly occupied the eastern lanes of Railroad Street, known as Inter-Urban Street north of Mill Street. The immediate context of the building west of Railroad Street has been altered by demolition. The block of commercial buildings to the west have all been demolished and a c.1970 pole barn has been built on part of the site while the rest remains vacant. Vacant lots lie between the building and Glenn Street to the south. The buildings on the north side of Mill Street have all been demolished except for the c.1920 First National Bank Building, with surface parking lots occupying much of the block. The block of Mill Street east of Railroad Street and the east side of the block of Railroad Street north of Mill Street retain some historic commercial buildings, many heavily altered.

The Shelburn THI&E Interurban Depot/Substation reflects the trends of vernacular industrial architecture of the first quarter of the twentieth century in its simple and functional exterior. The influence of the Classical Revival and Colonial Revival styles can be seen in the use of flared limestone lintels and keystones on the freight doors of the east wing. The expressive rowlock arches of the east wing and corbel table of the west wing reflect the late vernacular influence of the Romanesque Revival style. The spreading eaves and low, hipped roof of the east wing begin to suggest the horizontality of the Prairie School. The simple architectural expression of the building is typical of interurban depots and substations in small towns across Indiana, reflecting the building's function as a transportation hub and a utility equipment building. The building's design also corresponded to its immediate context. The upper floors of many nearby commercial buildings, notably the c.1905 Lot No. 33 Building (demolished) located at the northwest corner of Mill and Railroad Streets, featured segmental arched one-over-one double-hung windows like those used on the east wing of the building.

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Both wings of the building are one story in height and feature brick masonry bearing walls with red brick exteriors laid in a Scottish bond, with a header course between every five courses of stretchers. A water table wraps the base of the building and is composed of limestone on the east wing and cast-in-place concrete on the west wing. Windows are fitted with limestone sills and originally contained double-hung wood sash.

The earlier east wing of the building is aligned to the angle of Railroad Street. The east wing is composed of two distinct segments, a north section originally housing the passenger waiting room, and a south section originally housing the office and freight depot. The north section is rectangular, measuring 20 by 26 feet. The south section is narrower and longer, measuring 15 by 50 feet. Both wings are capped by a hipped roof, with the eave line approximately 13 feet above grade. The lower third of the roof features a lower pitch and extends out to form wide, sheltering eaves. The soffits were fitted with bead-board car siding running parallel to the walls, with mitered joints at the corners. The soffits have been covered by modern vinyl soffit cladding, much of which has since fallen off due to water infiltration. Exposed areas suggest that much of the bead-board is missing or damaged. Sometime after 1921 the roof was modified along the east wall of the south section, with the overhang removed and a new brick parapet added. The reason for this alteration is unknown. The construction of the parapet over the hipped roof created severe drainage problems, leading to water infiltration.

The north section of the east wing originally housed the passenger waiting room. The north and east elevations of this section are each divided into three bays, with a door in the center bay and a window in each of the outer bays. All openings are capped by segmental arches composed of three rowlock courses. The original doors have been removed but a postcard view postmarked 1921 indicates that they were wood panel doors with a glazed upper lite. The doors were not provided with transoms, leaving their head height considerably lower than that of the adjacent windows. The wood window frames and some of the original wood sash remain in place. These windows were one-over-one double-hung wood sash windows in rectangular frames set within the arched masonry openings. The narrow south elevation of the north section features one double-hung window matching the design of those on the east and north. The southeast corner of the north section has experienced failure of the outer two wythes of the brick wall, with the inner face of the interior glazed brick wythe visible on the exterior.

The south section of the east wing originally housed the office and freight station. The east elevation is divided into four bays and is capped by a later parapet described above. A low door opening into the original office, now infilled with concrete block, occupies the northernmost bay. The remaining three bays form a symmetrical composition, with a wide loading door flanked by two window openings. The loading door is capped by a flared limestone lintel with a keystone. The masonry opening is wider than the lintel, apparently the result of later alterations. A later wood garage door frame is fitted into the opening and is boarded over with plywood. The arched window openings match the design of those at the north section but are taller, with the spring line aligned with the head of the loading door. The window frames have been removed and the openings infilled with concrete block. The south elevation features a central loading door with a

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limestone lintel and keystone matching the design of that found on the east elevation. This opening has also been widened at a later date and has been infilled with concrete block. A segment of brick masonry adjacent to the opening has been removed. The west elevation is divided into three bays, with the northern bay concealed by the later west wing. A loading door is centered in the south bay and features a limestone lintel matching those on the south and east elevations. The opening has a high concrete sill. This opening has also been widened at a later date and has been infilled with concrete block. Steel corner guards and straps are mounted to the masonry at either side of the opening. The center bay appears to have originally contained a window or door opening. This has been infilled but the south jamb line remains visible in the masonry. The north bay, now inside the later west wing, features a loading door with a limestone lintel and keystone matching that found in the south bay. This opening has also been widened.

The west wing is a roughly trapezoidal structure attached to the west side of the earlier east wing. The north wall follows the south line of Mill Street, forming an obtuse angle with the north elevation of the east wing. The west wall is at a right angle to the north wall. The south wall angles slightly to the northeast and meets the west wall of the east wing at an acute angle. The north elevation is approximately 33 feet wide, the west elevation is approximately 47 feet wide, the south elevation is approximately 22 feet wide, and the east elevation (built on top of the west wall of the east wing) is approximately 48 feet wide. This wing has a low shed roof sloping down to the west and is capped by a parapet on the north, west, and south elevations. The coping of the parapet is approximately 23 feet above grade.

Window openings of the west wing are rectangular, with limestone sills and lintels. The lintels are topped by a single rowlock brick course. No original sash remain in the west wing and these windows are not visible in historic photographs. Documented and surviving original windows on the Amo and Plainfield depots and substations and the Pimento depot suggest that these were likely eight-over-eight double-hung wood sash windows. These other buildings all feature a thickened central vertical muntin in each sash, suggesting a pair of four-over-four windows.

The north elevation along Mill Street is the west wing's primary façade. This façade is divided into five bays. The center and outer bays each contain one large window opening. The westernmost window was later lengthened to form a doorway. The second bay from the east contains a low door opening. This opening appears to be original and is visible in a postcard view of the building postmarked 1921. The opening features a concealed steel angle lintel. A soldier course forms a band across the upper part of the façade and is repeated on the south elevation. The parapet of the north façade and the east and south elevations features evenly spaced brick corbels supporting a projecting upper parapet capped by clay tile coping. The west elevation is composed of a wall built on top of the north wall of the earlier east wing. A chimney rising from the earlier wall was incorporated into the parapet. A three-sided armature composed of steel angles supported by two brackets extends from the parapet of the west elevation and originally held electrical lines connecting the substation to the interurban's overhead electrical wires. The south elevation is divided into two bays. The wider west bay contains a large garage door opening topped by a steel angle and a single rowlock course. The narrower east bay contains a single window opening. The west elevation is the low point of the shed roof and was originally capped by a gutter, now missing, spanning between the north and south parapets. The

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north half of this elevation contains three evenly-spaced clerestory windows with limestone sills and lintels, now infilled with brick masonry. The south half of this elevation is divided into three bays, with a window opening in the two outer bays.

As with other THI&E interurban depots and substations, the interior spaces of the Shelburn THI&E Interurban Depot/Substation featured exposed structural materials including brick walls, concrete floors, and steel and concrete roof structure. These durable materials were designed to survive decades of heavy use with minimal maintenance. The interior of the building contains six rooms, three in the east wing and three in the west wing:

The north room of the east wing originally served as the passenger waiting room. The room measures 18 by 24 feet and features exposed brick walls and an exposed concrete floor slab. The walls are clad in salt-glazed brick up to the head of the windows. This glazed brick features a warm color ranging from amber to deep brown, accented with a speckled pattern characteristic of salt glazed clay. The upper portions of the walls appear to be clad in a pale buff brick, but this may be a durable paint layer that has adhered to the glazed brick more effectively than later layers. The walls were later covered in several layers of paint, lastly a jade green, but roof leaks and rising damp have caused this paint to delaminate, revealing the original finish. The ceiling of the room is clad in bead-board car siding running north-south and trimmed with quarter-round wood molding where it meets the walls. Some areas of the ceiling have suffered from water damage. The wooden sash pockets of the windows are faced with trim and a perimeter molding set within the masonry openings. This trim was originally varnished but has been painted over. A chimney with stovepipe opening is corbelled out from the upper part of the west wall. Two large masonry openings were created in the west wall at the time that the west wing was built.

The south wall of the original passenger waiting room contains two door openings connecting into a small room measuring seven by 13 feet. This room originally had exterior doors openings in the east and west walls. The west door was later fitted with a sliding door opening into the substation room. The south wall contained a window and a door opening into the freight room. The wall and ceiling finish matched that of the passenger waiting room. The openings in the east, west, and south walls have been infilled with concrete block. This space was later divided into two restrooms by the addition of a partition and a drywall ceiling.

The south section of the east wing originally contained the freight station. This room measures 13 by 41 feet and features exposed brick walls and an exposed concrete floor slab. The wooden roof trusses are currently exposed, with wood purlins supporting the remnants of a later drywall ceiling. The original ceiling treatment in the space is unknown. Remnants of the tracks for the original sliding doors remain in place at the loading door openings. Each opening was fitted with a pair of doors that parted in the middle and slid open to either side. The large loading door of the east elevation was later fitted with a modern overhead garage door, part of which remains.

The north section of the west wing contains two rooms. A trapezoidal space at the east was connected to the passenger waiting room by two large openings in the wall between the two spaces. This room varies from approximately 20 feet wide along the north wall to 16 feet wide along the south wall and measures approximately 20 feet north-south. This space is believed to

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have served as the station office after the completion of the west wing. The walls are clad in salt-glazed brick matching that of the passenger waiting room. This glazed brick appears to extend to the height of the original ceiling, above which the walls are exposed red brick. The underside of the concrete roof deck is exposed, as are some of the supporting steel beams. Wood framing for a later drywall ceiling remains in place. The windows are treated in the same manner as those in the passenger waiting room but do not appear to have had the perimeter molding. A door in the south wall of the room is the only historic door to survive within the building. This door features six horizontal raised panels and was originally varnished to match the window trim. A door in the west wall leads into a smaller, rectangular room at the northwest corner of the building.

The northwest room of the west wing measures approximately 10 by 20 feet and features exposed brick walls. Three rectangular clerestory windows originally ran along the west wall but have been infilled. A large window along the north wall has also been infilled. A door in the east wall connects to the former office while a large opening in the south wall leads into the substation room. The space is open to the underside of the roof. Exposed steel beams support a concrete roof deck poured over wire mesh. Some of the plaster has fallen from the underside of the roof, exposing the wire mesh.

The south room of the west wing is roughly trapezoidal in shape, varying from approximately 27 to 21 feet east-west and 23 to 24 feet north-south. This room originally housed the substation equipment. It features exposed brick walls and is open up to the underside of the roof. Exposed steel beams support a concrete roof deck poured over wire mesh. Some of the plaster has fallen from the underside of the roof, exposing the wire mesh. The opening to the northwest room was originally fitted with a sliding door that slid open to the east. The track for this door remains in place. A doorway into the space between the passenger and freight rooms was also fitted with a sliding door that slid open to the north. The track for this door remains in place. The remaining track around the south door indicates that it was fitted with an offset pair of sliding doors, with a smaller door sliding to the west and a wider door sliding to the east. Tracks for a later overhead garage door are also in place at this opening.

The building has been vacant for many years and has suffered from neglect and deferred maintenance. This has resulted in the deterioration of wooden components including bead-board ceilings and soffits, wood sash and trim, and roof framing in the east wing. Later alterations including modern restrooms, partitions, and dropped ceilings have also deteriorated, but this damage has revealed historic fabric concealed by these unsympathetic additions. The durable materials utilized for the building's original interior finish have largely survived. The primary exterior alterations are the soffit/parapet modification along the east elevation, slight alterations to the width of loading doors in the original freight station, and infill within original window and door openings. The shell of the building remains largely intact, with no substantial alterations to the shell or fenestration. The building has not suffered the extensive alterations experienced by

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other THI&E depots and substations.¹ For this reason, the building retains a high degree of integrity to the period of significance.

¹ The Plainfield and Amo depots/substations both suffered removal of character-defining elements before their respective rehabilitations in 2001 and 2004. The Vermilion depot/substation is now a ruin, with only the brick walls remaining.

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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.)

- 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Transportation

Architecture

Period of Significance

c.1911-1931

Significant Dates

c.1911

c.1916-1920

Significant Person (last name, first name)

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

Unknown

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Period of Significance (justification)

The earliest phase of construction of the present building is believed to date to c.1911. The property's transportation use ceased with the closure of the interurban line between Terre Haute and Sullivan in May 1931. Uses and alterations after this date do not contribute to the property's significance. For this reason the period of significance has been identified as c.1911-1931.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Shelburn THI&E Interurban Depot/Substation is eligible for listing in the National Register of Historic Places under **Criterion A**, with significance in the area of **Transportation** for its association with the development of interurban electric light rail transportation in Indiana during the early twentieth century and under **Criterion C** for its distinctive design and construction associated with the evolution of the interurban electric light rail system. The building did not suffer the extensive alterations experienced by other surviving THI&E depots/substations and retains a high degree of integrity to the period of significance.² It is the only combination depot/substation to survive along the Terre Haute—Sullivan line and provides a physical connection to the now-dismantled interurban light rail system, a force that influenced the development of Shelburn and other communities along the THI&E's routes.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Shelburn THI&E Interurban Depot/Substation is eligible for listing in the National Register of Historic Places under **Criterion A**, with significance in the area of **Transportation** for its association with the development of the most comprehensive statewide interurban electric light rail transit system ever built in the United States. Every city in Indiana with a population over 5,000 except for Bloomington, Madison, Vincennes, and Evansville was connected by the

² The Plainfield and Amo depots/substations both suffered removal of character-defining elements before their respective rehabilitations in 2001 and 2004. The Vermilion depot/substation is now a ruin, with only the brick walls remaining.

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statewide interurban system.³ The Terre Haute—Sullivan line running through Shelburn was part of a projected route to connect Vincennes and Evansville to Terre Haute and, ultimately, Indianapolis. Although Ohio had the most miles of interurban track of any state, Indiana with 1,825 miles, was the state most thoroughly covered and served by interurban electric light rail.⁴

Built largely between 1900 and 1912, the interurban system offered Hoosiers an easy, clean, safe and affordable means of travel between cities at speeds of up to 70 miles per hour, often on direct routes through the countryside.

Interurbans were distinct from both the local streetcar (“trolley”) systems with which they connected and the heavy (steam) railroads with which they competed. Interurban cars were about the size of a railroad passenger coach but were lightweight like a streetcar, allowing them to run effectively on electric motors. In addition to passenger traffic, the interurban lines also carried freight, including U.S. Mail, newspapers, and periodicals, offering more rapid delivery to small towns than the steam railroads had been able to provide. In this way, the interurbans provided small towns like Shelburn with a rapid connection to the wider world. While interurban lines primarily ran between larger cities, they included stops at small towns along the way, giving residents of less populous places efficient and affordable access to the amenities of the city. Interurban traction companies also sold electric power to residential and commercial customers, bringing the first available source of electricity to many communities.

The interurban system developed during Indiana’s “Golden Age,” a period of intense growth and progress spanning from the 1890s through the 1910s. This period saw rapid urbanization across the state, the growth of industry and organized labor, the spread of electric lighting and telephones for the masses, and improvements in transportation through the electrification of city street railways and the creation of a state-wide electric interurban light rail system. This period is also associated with the flowering of art and literature in Indiana, the era of the Hoosier Group of Impressionist painters and the period when Indiana authors consistently topped best-seller lists.⁵

The Terre Haute—Sullivan line through Shelburn was built by the Terre Haute Traction & Light Company in 1906 and was consolidated into the Terre Haute, Indianapolis & Eastern (THI&E) Traction Company in 1907. Organized by financier Hugh J. McGowan and others, the THI&E was, along with the Fort Wayne & Wabash Valley Traction Company, one of the two largest interurban light rail companies in Indiana. McGowan himself was an embodiment of the kind of prosperity experienced by some during Indiana’s golden age. Born on a small farm in Missouri, McGowan, through hard work and good luck, found himself at president of a consolidated street railway system with a capital stock of \$15 million dollars by the time he turned 40.⁶

³ Evansville was connected to a regional network. George W. Hilton and John F. Due, *The Electric Interurban Railways in America* (Stanford, California: Stanford University Press, 1960) 285.

⁴ Hilton and Due 42, 275.

⁵ John Bartlow Martin, *Indiana: An Interpretation* (New York: Alfred A. Knopf, 1947) 90.

⁶ *The Successful American*, January 1903, 32.

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The rise of mass automobile ownership during the 1920s shifted travel from fast and efficient mass transit systems like the interurban lines to self-contained private automobiles travelling over a crude system of largely unimproved roads. Indiana's interurban system recorded approximately 50 million passengers per year (roughly 16 trips per capita per year) until 1927, when numbers began a significant decline.⁷ The THI&E went into receivership in 1930 and was consolidated into the Indiana Railroad, which operated the Terre Haute to Sullivan line until 1931.⁸ Interurban service in Indiana was almost entirely shut down during the 1930s, leaving only the South Shore line in Northwest Indiana in service after 1940. During the 1930s and 1940s interurban tracks were taken up and depots were sold off for other uses or abandoned. Many have been demolished over the last 70 years while others, like the Shelburn depot, have survived.

The Shelburn THI&E Interurban Depot/Substation is eligible for listing in the National Register of Historic Places **Criterion C**, with significance in the area of **Architecture**. The building's design and construction reflects the varied solutions to housing interurban services and equipment during the period of the system's greatest development. The consolidation of the Terre Haute Traction & Light Company into the THI&E in 1907 provided greater resources for investment and improvement in the company's interurban lines. Facilities along the Terre Haute—Sullivan corridor were improved, including the construction of the depot in c.1911 and the addition of the substation c.1916-1920.

The THI&E's approach to the construction of passenger, freight, and utility buildings varied from town to town. Four of the company's combination depot/substations appear to have been built following a model plan. Surviving buildings at Plainfield and Amo, Indiana (both 1907) on the Terre Haute—Indianapolis line, and a smaller near-twin at Vermilion, Illinois (c.1906-1909) along the Terre Haute—Paris, Illinois line are all adapted from the same model design.⁹ A depot at Reelsville, Indiana, along the Terre Haute—Indianapolis line, is said to have matched the Plainfield and Amo buildings, although it appears to have been built after 1907.¹⁰ This set of matching depots, clearly identifiable as components of the THI&E system, was an exception rather than a standard practice. Most of the company's passenger and freight depots appear to

⁷ Earl Clark, "Indiana's Vanished Interurbans," *The Indianapolis Star*, November 28, 1976.

⁸ Indiana Historic Sites and Structures Inventory, *Sullivan County Interim Report* (Indianapolis: Historic Landmarks Foundation of Indiana, 2002) xvi.

⁹ The depot at Reelsville, Indiana, now demolished, followed the same design as those at Plainfield and Amo. The Terre Haute—Paris line began operation on October 25, 1907, suggesting that the Vermilion depot and substation may also have been built c.1907. THI&E Interurban Depot/Substation, Plainfield, Indiana, nomination to the National Register of Historic Places, 2002; Amo THI&E Interurban Depot/Substation, Amo, Indiana, nomination to the National Register of Historic Places, 2006; Marlette 174.

¹⁰ Marlette 9; THI&E Interurban Depot/Substation, Plainfield, Indiana, nomination to the National Register of Historic Places, 2002.

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have been designed and built for a particular site, without an attempt to create a uniform architectural expression. These facilities ranged from small, vernacular wood-frame buildings with clapboard siding to larger masonry buildings with high-style architectural elements. The Shelburn THI&E Interurban Depot/Substation's design and construction reflect its position in the center of a growing community. The building is of brick masonry construction and was sited at the main intersection of Shelburn's downtown. While generally utilitarian in design, the building incorporated some architectural features, including flared limestone pediments with keystones and corbelled brick dentils. The east wing appears to be a unique design among documented THI&E stations. The hipped roof combining two different pitches is unusual among interurban depots in Indiana, although it was a common form for railroad depots.¹¹ The Union Traction Company's station at Fort Benjamin Harrison near Indianapolis (1908) utilizes a roof of this type but includes large knee braces to support the eaves, a feature associated with this roof form on railroad depots. Although atypical in shape, the substation wing shares many design details with other THI&E substations. The corbelled dentils of the parapet match those found on the Plainfield and Amo substations, the Pimento depot, and the Vermilion, Illinois substation. Horizontal banding is present on the upper walls of each building. The Plainfield, Amo, and Vermilion substations feature two projecting brick courses framing a flush rowlock course. The Pimento depot includes a similar band, but with a soldier course between the projecting courses. The Shelburn substation features a soldier course set into the wall without projecting courses, a simplification possibly attributable to the building's later date. Both the Pimento depot and the Shelburn substation feature a rowlock brick course above the stone lintels and may have shared the same designer or contractor.

In these ways, the Shelburn THI&E Interurban Depot/Substation achieves significance in the areas of **Transportation** and **Architecture**. The building did not suffer the extensive alterations experienced by other surviving THI&E depots/substations and retains a high degree of integrity to the period of significance.¹² Its presence provides a connection to the history of interurban electric light rail transportation associated with Indiana's golden age of development and the growth of towns like Shelburn along interurban lines.

Developmental History/Additional historic context information

¹¹ This roof form, with knee braces, was used for a model depot design employed by the New York Central Railroad, with Indiana examples including the Big Four Depot (1902) at Lafayette, Indiana, and the New York Central Depot (1902) at Tipton, Indiana. Other examples of this model exist at Sturgis, Michigan (1893-1894), North East, Pennsylvania (1899) and Conneaut, Ohio (1900).

¹² The Plainfield and Amo depots/substations both suffered removal of character-defining elements before their respective rehabilitations in 2001 and 2004. The Vermilion depot/substation is now a ruin, with only the brick walls remaining.

Shelburn TH&E Interurban Depot/Substation

Name of Property

Sullivan County, Indiana

County and State

Community Context

Shelburn is located in Sullivan County in southwestern Indiana. Sullivan County was created out of part of adjacent Knox County in 1816, the year that Indiana became a state.¹³ The town of Shelburn was platted in 1855 by Paschal Shelburn, a native of Kentucky who settled in Curry Township in 1818. The construction of the Evansville & Crawfordsville Railroad through the township during 1849-53 sparked development of communities like Shelburn along its route. By 1910, Shelburn had become a center for the surrounding farms and coal mines, with a grist mill, blacksmith shops, stores, two hotels, movie theaters, funeral home, restaurants, livery stables, an opera house, and two lodge halls.

Sullivan and Knox Counties were part of a large coal mining region, home to more than 450 different mines during the nineteenth and twentieth centuries.¹⁴ The discovery of coal deposits under much of Sullivan County led to most of the eastern half of the county, including the area around Shelburn, being under the control of coal mining companies by 1902, either by sale or by option. The Shelburn Coal Company was one of the larger companies in Sullivan County during the late nineteenth century. During the 1890s it was believed that the coal deposits around Shelburn had been depleted and the town stagnated until it was found that larger veins of coal lay deeper than the early mines. Shelburn's population increased from 378 in 1890 to 523 in 1900. By 1910 the population had more than tripled, reaching 2,055. Rapid growth in the first years of the twentieth century led to several developments during 1904 and 1905, including expansion of the public school, purchase of a city fire engine, and the organization of Presbyterian and Christian Churches in addition to the existing Methodist and Baptist congregations.¹⁵ Writing in 1909, a local historian noted: "Shelburn has been rather in advance of the towns of its size in municipal improvement. It has made the beginning of a sewer system, its streets are lighted, and with good schools and churches it affords many advantages to its residents."¹⁶ A 1908 report by the Indiana Bureau of Statistics noted that "public sentiment favors the encouragement of new industries."¹⁷

Shelburn's downtown stretched along the two blocks of Mill Street on either side of Railroad Street, along Railroad Street between Mill and Griffith, and along Griffith Street east of Railroad. Sanborn Fire insurance maps document the shape and occupancy of the downtown in June 1910 and February 1921. The buildings were of one to two stories, most of brick or wood-frame faced with brick veneer. In 1910, downtown businesses included two hotels, three

¹³ Indiana Historic Sites and Structures Inventory, *Sullivan County Interim Report* (Indianapolis: Historic Landmarks Foundation of Indiana, 2002) xii.

¹⁴ Interim Report xiii.

¹⁵ Thomas J. Wolfe, ed., *A History of Sullivan County, Indiana*, Vol. I (New York: Lewis Publishing Company, 1909) 206.

¹⁶ Thomas J. Wolfe, ed., *A History of Sullivan County, Indiana*, Vol. I (New York: Lewis Publishing Company, 1909) 206.

¹⁷ Indiana State Bureau of Statistics, *Twelfth Biennial Report for 1907 and 1908* (Indianapolis: Wm. B. Burford, 1908) 837.

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restaurants, two storefront moving picture theaters, three dry goods stores, four grocery stores, a butcher shop, a bakery, a confectionery shop, a bank, two drug stores, three barber shops, a cigar store, a billiard hall, three gentlemen's furnishings stores, a millinery shop, five general stores, a hardware store, a harness shop, two livery stables, an undertaker, two blacksmith's shops, a cobbler shop, and a clothing, boot, and shoe store. The high proportion of businesses catering to men, along with the town's location in a coal-mining region, suggest that the population may have included a large number of unmarried male mine workers. Three buildings contained second floor lodge or assembly halls.

Although interurban lines provided the first source of electric power in many communities, this does not appear to have been the case in Shelburn. In 1905 the Vigo Electric Company was granted a commercial lighting franchise for Shelburn and planned to build a power plant between Shelburn and Hymera.¹⁸ In 1906 the town granted a franchise to a company composed of Thomas Duncan and others.¹⁹ The 1910 Sanborn Map of Shelburn notes that the town's electric street lamps were lit by power obtained from Farmersburg. The Sullivan County Electric Company was incorporated in 1910 to provide electric light to Sullivan, Shelburn, Farmersburg, and other towns, succeeding the Torr Electric Company of Farmersburg.²⁰

The town appears to have experienced growth during the 1910s but the population had declined to 1,548 by 1920. By 1921 new construction had filled in many of the gaps between earlier buildings, resulting in a more continuous urban fabric. By this time, downtown businesses included a hotel, two restaurants, a purpose-built motion picture theater, a bowling alley, dry goods stores, six grocery stores, a butcher shop, a bakery, a confectionery shop, three soft drinks shops, a bank, two drug stores, two barber shops, a cigar store, a pool hall, three gentlemen's furnishings stores, two millinery shops, four general stores, a furniture store, a hardware store, a machine shop, three automobile and truck garages, a blacksmith, an undertaker, and a cobbler shop. Four buildings contained second floor lodge or assembly halls.

Shelburn's population rebounded to 1,814 by 1930. The Great Depression and changes in transportation and local industries led to a population decline in Shelburn during the 1930s. The THI&E went into receivership in 1930 and service on the Terre Haute and Sullivan line through Shelburn was shut down on May 24, 1931.²¹ After that date, Shelburn residents and businesses had to rely on private automobiles for all trips out of town. The market for coal began to decline in the 1930s, and, combined with the Great Depression, these changes led to mass unemployment in Sullivan County. The entire county was under martial law for a brief period in

¹⁸ "Light, Heat and Power Plants," *Engineering News Supplement*, January 19, 1905, 19.

¹⁹ "Construction News," *Electrical World*, March 31, 1906, 683.

²⁰ "Current Electrical News," *Electrical Review and Western Electrician*, June 4, 1910, 1192; *The McGraw Electrical Directory: Lighting and Power Edition, October 1911* (New York: McGraw Publishing Company, 1911) 128.

²¹ Interim Report xvi.

Shelburn THI&E Interurban Depot/Substation

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1933 in an attempt to control tensions between failing mine companies and miners' unions.²²

Shelburn's population fell from 1,814 in 1930 to 1,606 in 1940 and 1,412 in 1950.

Interurban Context

In March 1903 the Indiana Coal Belt Traction Company was incorporated with a capital stock of \$100,000 for the purpose of building an electric interurban light rail line connecting communities in Sullivan, Greene, Clay, and Vigo Counties. The proposed line would have connected Linton, Sullivan, and Terre Haute, with stops in Dugger, Jasonville, Hymera, Shelburn, Farmersburg, and Merom.²³ In May 1904 the Terre Haute Southern Electric Company, backed by Chicago capitalists, was granted a franchise for an interurban line connecting Terre Haute to Sullivan, Linton, Vincennes, Jasonville, and intermediate points, but the project did not move forward.²⁴ A more direct, 27-mile interurban line from Terre Haute to Sullivan via Farmersburg and Shelburn was proposed in 1904 by promoters including William C. Dorsey.²⁵

In 1903 the Terre Haute Electric Company, operator of 12 miles of electric streetcar lines within the City of Terre Haute as well as a 12-mile interurban route to Brazil, Indiana, and a two-mile line to West Terre Haute, was reorganized and incorporated as the Terre Haute Electric Traction Company. The company immediately began construction of new lines, opening a 16-mile interurban line between Terre Haute and Clinton, Indiana on November 12, 1903.²⁶ Early in 1905 the Terre Haute Traction & Light Company announced plans to build a 27-mile interurban line south to Sullivan and commenced construction in April. In October 1905 the Sullivan town board granted the company permission to construct tracks on city streets for the consideration of \$1,000. Farmersburg made a similar grant at a cost of \$500, and Shelburn granted the use of the right-of-way at no cost to the traction company. Service between Terre Haute and Shelburn began by late April 1906 and the line was completed in June 1906.²⁷ Hourly service commenced at 7:00 A.M. on June 24, 1906, when the first car left the public square at Sullivan bound for Terre Haute.²⁸ By 1909 it was estimated that the majority of local passenger traffic between Sullivan and Terre Haute travelled by interurban.²⁹

²² Interim Report xiii.

²³ "Electric Railways," *Electrical Review*, May 14, 1913, 395.

²⁴ Thomas J. Wolfe, ed., *A History of Sullivan County, Indiana*, Vol. I (New York: Lewis Publishing Company, 1909) 161.

²⁵ "Electric Railways," *Electrical Review*, October 29, 1904, 727.

²⁶ Jerry Marlette, *Terre Haute, Indianapolis and Eastern Traction Company* (Indianapolis: Dog Ear Publishing, 1912) 212.

²⁷ "Extensions and Improvements of the Terre Haute Traction & Light Company," *Street Railway Journal*, April 28, 1906, 662.

²⁸ Marlette 342.

²⁹ Thomas J. Wolfe, ed., *A History of Sullivan County, Indiana*, Vol. I (New York: Lewis Publishing Company, 1909) 161.

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The Terre Haute to Shelburn route included five steel bridges and four wooden trestles. Four of the bridges were 15 feet long, while one was 120 feet long. The longest trestle crossed a deep ravine one mile north of Farmersburg. Poles 40 feet high were spaced 100 feet apart and carried the direct current line for powering the interurban as well as two telephone lines and a high-tension wire feeding the Farmersburg substation. All power was provided by the Terre Haute power plant.³⁰

In 1907, several smaller interurban lines were consolidated to form the Terre Haute, Indianapolis & Eastern (THI&E) Traction Company, one of the two largest interurban light rail systems in the state. This consolidation included the Terre Haute Traction & Light Company, with all local and interurban routes leased to the THI&E for a term of 999 years from March 25, 1907.

The THI&E increased the fare along the Terre Haute—Sullivan line from 10 cents to 15 cents in 1907. Some local residents proposed a boycott and sought to establish an automobile service to compete with the interurban line.³¹

Although the interurban network was composed of many individual traction companies, these groups realized the economic benefits of connecting to other companies' lines, providing their passengers with increased options and widening the market for potential riders. These companies worked together to build the Indianapolis Traction Terminal (1903-1904), a central hub of the statewide system offering connections to 25 interurban lines radiating out across the state. The THI&E and the Evansville-based Southern Indiana Gas & Electric Company realized the benefit of an interurban line connecting Evansville (population 59,007 in 1900) to Terre Haute (population 36,673 in 1900), and, ultimately, Indianapolis (population 169,164 in 1900). The projected 111-mile route would include the city of Vincennes (population 10,249 in 1900) on the Wabash River as well as the smaller cities of Princeton (population 4,227 in 1900) and Sullivan (population 3,118 in 1900), all three being the county seats of the counties between Evansville and Terre Haute. The Southern Indiana Gas & Electric Company opened a 28-mile line from Evansville north to Princeton in 1903. The THI&E began building south from Terre Haute in 1905, opening the line to Sullivan in 1906. In 1908 the Southern Indiana Gas & Electric Company, reorganized as the Evansville, Princeton & Vincennes Interurban Railway, extended its line four miles north to Patoka. The directors voted to continue northward toward Vincennes and, ultimately, Sullivan, in 1909. Changes in financing for interurban construction after 1907 complicated the project and, although the extension was proposed as late as 1915, the final 52 miles of the route were never completed.³² In 1908 the THI&E began plans for the construction of interurban routes from Shelburn to Linton and Shelburn to the Hymera coal fields but the projects were abandoned due to financial and topographical challenges.³³

³⁰ Marlette 178.

³¹ "Brevities," *Electric Traction Weekly*, July 4, 1907, 646.

³² Hilton and Due 285.

³³ Marlette 215; *Electrical World*, October 17, 1908, 873; *Municipal Journal and Engineer*, October 21, 1908, 593.

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After experiencing steady growth and high ridership through the mid-1920s, the THI&E saw a rapid decline in passenger traffic after 1927. The company went into receivership in 1930 and was consolidated into the Indiana Railroad, which operated the Terre Haute to Sullivan line until 1931.³⁴ Interurban service in Indiana was almost entirely shut down during the 1930s, leaving only the South Shore line in Northwest Indiana in service after 1940. During the 1930s and 1940s interurban tracks were taken up and depots were sold off for other uses or abandoned. Many have been demolished over the last 70 years while others, like the Shelburn depot, have survived.

Building History

The first interurban depot at Shelburn was a one-story wood-frame waiting room building located just south of the present depot. Sometime after June 1910, the frame depot was replaced by a long one-story brick building at the southwest corner of Mill and Railroad Streets. The THI&E's facility at Shelburn was listed as a "waiting room" in tax reports from 1906 through 1911.³⁵ In 1912, the facility is listed as a "Station and Freight Room," suggesting that the first part of the present building was built c.1911.³⁶ Reports through 1916 do not list a substation at Shelburn, suggesting that the second phase of the building was built between 1916 and 1920. The substation was complete and in place by February 1921, when it was recorded on a Sanborn Fire Insurance Map.

The first phase of the present building, built c.1911, contained a passenger waiting room and ticket office in the north wing, opening onto Mill Street, Shelburn's main street. The south wing contained the freight station, accommodating shipments to and from Shelburn. The second phase of construction, built c.1916-1920, was a high-tension electric power substation located along the west side of the existing building.

The THI&E utilized a variety of designs for its depots and substations, with some facilities built after a standard design and others apparently designed for a specific site. In 1907 the company built twin depots and substations at Plainfield and Amo on the Indianapolis—Terre Haute line. A depot and substation (c.1907) at Vermilion, Illinois, on the Terre Haute—Paris, Illinois line, is a smaller version of the Plainfield/Amo design. The first phase of the Shelburn THI&E Interurban Depot/Substation shares some characteristics with other THI&E stations. The segmental arches over the window and door openings are composed of three rowlock courses, a treatment also used on the semicircular arches of the depots and substations at Plainfield, Amo, and Vermilion. A water table a chamfered edge detail was also used for the Amo and Vermilion buildings, as

³⁴ Indiana Historic Sites and Structures Inventory, *Sullivan County Interim Report* (Indianapolis: Historic Landmarks Foundation of Indiana, 2002) xvi.

³⁵ *Annual Report of the Auditor of State of the State of Indiana* (Indianapolis: Wm. B. Burford, 1906) 291.

³⁶ *Proceedings of the State Board of Tax Commissioners of the State of Indiana* (Indianapolis: Wm. B. Burford, 1912) 317.

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well as the Pimento depot (c.1908). The depot at Danville, Indiana (c.1908) also featured a hipped roof with wide eaves.

At 4:02 A.M. on March 4, 1915, the “Dixie Flyer” passenger train of the Chicago & Eastern Illinois Railroad, en route from Chicago to Jacksonville, Florida, derailed in front of the Shelburn THI&E Interurban Depot/Substation. The train derailed and ripped out the front of the railroad passenger depot, located in the middle of Railroad Street one block south of the interurban depot. The wreck killed the engineer, injured nine others, and tore off the front of the railroad passenger depot.³⁷ The interurban depot appears to have been undamaged.

The depot was the scene of a shootout in August 1915. The Town of Shelburn passed a town-wide temperance law earlier in 1915. In July, William “Bud” Wright, the former Town Marshal of Sullivan, was appointed Town Marshal of Shelburn by the town board. Wright was known for strict enforcement of liquor laws and the town board believed that he could effectively enforce the new temperance law. Immediately following the vote to select Wright, a group of Shelburn saloon owners surrounded the town board and the confrontation grew into a riot. William Shelburn, president of the town board, was beaten, and he stabbed saloon keeper George Anderson in self-defense. Six Shelburn saloon owners were initially charged with riotous conspiracy and placed under a \$3,000 bond each. Seven men were ultimately charged and tried in the case.

The appointment of a Town Marshal from outside of Shelburn was initially cited as the cause of the riot, although reports of the subsequent trial noted that the riot “grew out of the contest between wet and dry forces at Shelburn, which resulted in an election that made the town dry.”³⁸ Saloon keeper George Anderson, believed to be the ringleader of the attack on William Shelburn, plead guilty to the charge of riotous conspiracy during a trial in December. Seven other men—George Wheeler, Joe Davey, Justice of the Peace Benjamin Whittington (or Whitaker), former Town Marshal Albert Drake, Frank Phillips, John Brewer, and William Gray—were likewise charged.

Conditions seem to have remained tense during the weeks following the riot. On August 18, 1915, local saloon owner Louis (“Lou”) McCrocklin was arrested for drunkenness by THI&E night watchman Clayton Slover, who had come to Shelburn from Tennessee about a week before. Town Marshal Wright came to assist the night watchman and to help escort the prisoner from the interurban depot to the county jail in Sullivan. As Wright and Slover prepared to take their prisoner to Sullivan, they were attacked by McCrocklin’s brothers Ollie, John (“Jack”), and Jesse, also local saloon owners. Wright and Slover drew revolvers and fired on their assailants. Wright’s shot missed but Slover shot and killed Lou McCrocklin and wounded John

³⁷ “Flyer Wrecked; 1 dies; 2 injured,” *Indianapolis Star*, March 15, 1915, 1; Interstate Commerce Commission, *Accident Bulletin No. 55: January-February-March, 1915* (Washington, D.C.: Government Printing Office, 1915) 48; “Train Accidents in March,” *Railway Age Gazette*, May 7, 1915, 970.

³⁸ “Pleads Guilty to Riot Charge,” *Indianapolis Star*, December 3, 1915, 3.

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McCrocklin. A crowd formed and threatened to attack the two officers. Slover and Wright drew their revolvers and kept the crowd from entering the interurban depot. A physician was called in to attend John McCrocklin and the two officers made a dash from the depot to a southbound interurban, crouching down behind the seats to stay out of view of the crowd. Wright and Slover reported the incident to Sullivan County Sheriff and were arrested pending investigation of the shooting. Sheriff Ed Kelley and Deputy Orville Hale arrived from Sullivan to find the body of Lou McCrocklin lying on the floor of the interurban depot with John McCrocklin nearby. John McCrocklin was taken to a hospital in Terre Haute for treatment.³⁹

Before Wright and Slover were brought to trial, the surviving McCrocklin brothers were arrested on new charges. In October, John McCrocklin was arrested on the charges of “having intoxicating liquors in his possession for unlawful purposes” and for freeing a prisoner after legal arrest by assisting Ike Crawford in escaping from the authorities. At the same time, Jesse McCrocklin was arrested on a charge of assault and battery brought by his brother Ollie.⁴⁰ Wright and Slover were tried in December 1915, but a grand jury refused to indict the officers.⁴¹

A high-tension electrical substation was added to the west side of the building c.1916-1920. Interurban traffic continued to increase through the mid-1920s, peaking at approximately 50 million passengers per year. After 1927, ridership declined significantly.⁴² The THI&E went into receivership in 1930 and was consolidated into the Indiana Railroad.⁴³ The interurban line from Terre Haute to Sullivan was shut down on May 24, 1931.⁴⁴ Following the closure, all tracks were removed and the depots, substations, and other structures were sold off. The Shelburn THI&E Interurban Depot/Substation was later used for a variety of purposes, including a restaurant, American Legion hall, fire station, and a factory for plastic salt and pepper shakers. It has been vacant for many years and has suffered from deferred maintenance. The building was not identified in the 2002 *Sullivan County Interim Report*. The property was donated to the Town of Shelburn in 2010.

Other Interurban Buildings on the Terre Haute—Sullivan Line

³⁹ “One Dead, One Wounded on [sic] Shelburn Town Marshal,” *Indianapolis Star*, August 19, 1915, 1; “Denies Fearing Shelburn Mob,” *Indianapolis Star*, August 20, 1915, 5; “Third Brother Held in War at Shelburn,” *Indianapolis Star*, August 31, 1915, 5; “State Briefs,” *Indianapolis Star*, October 31, 1915, 6;

⁴⁰ “State Briefs,” *Indianapolis Star*, October 31, 1915, 6.

⁴¹ “Pleads Guilty to Riot Charge,” *Indianapolis Star*, December 3, 1915, 3.

⁴² Earl Clark, “Indiana’s Vanished Interurbans,” *The Indianapolis Star*, November 28, 1976.

⁴³ Indiana Historic Sites and Structures Inventory, *Sullivan County Interim Report* (Indianapolis: Historic Landmarks Foundation of Indiana, 2002) xvi.

⁴⁴ Interim Report xvi.

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The Shelburn THI&E Interurban Depot/Substation was one of several buildings serving the THI&E along the route between Terre Haute and Sullivan. The following buildings and structures are associated with this line:

The Terre Haute interurban station was located in the Terminal Arcade (1911) at 822 Wabash Avenue. The building was designed by D. H. Burnham & Company, of Chicago, the office of famed architect Daniel H. Burnham. Designed as an urban shopping arcade and transit terminal, the mid-block building contained shops along a skylit central hallway. The identical north and south facades are faced in limestone with extensive neoclassical ornament carved by J. W. Quayle and Fred Edler.⁴⁵ Later used as a bus station, the building survives today and was individually listed in the National Register as a part of the Downtown Terre Haute Multiple Resource Area (1983).

The town of Pimento, 12.5 miles south of Terre Haute in Vigo County, retains a small interurban depot built c.1908. The Pimento depot retains its historic eight-over-eight double-hung wood sash windows, with a thicker vertical muntin at the center of each sash. An identical treatment was used on the original windows of the THI&E depots and substations at Plainfield and Amo on the Indianapolis—Terre Haute route, both built in 1907.⁴⁶ The Pimento depot also features a row of three small windows placed high on the east wall, matching a feature on the west wall of the Shelburn depot. Tax reports through 1908 do not list a facility at Pimento.⁴⁷ Tax reports from 1909 to 1915 list the Pimento facility as a freight and passenger station, water closet, and section house.⁴⁸ The building survives with few alterations.

Farmersburg, 16 miles south of Terre Haute in Sullivan County, was provided with a one-story wood-frame waiting station alongside the tracks in the middle of Railroad Street, across Main Street from the Evansville & Terre Haute Railroad's passenger station.⁴⁹ The THI&E constructed a combination transformer substation and freight house on the north edge of Farmersburg in 1906. The brick building measured 22 by 56 feet and combined two functions, allowing one employee to serve as both substation operator and freight agent. The substation had

⁴⁵ "Terminal Arcade Facades," Art Inventories Catalog, Smithsonian Institution, accessed January 15, 2014, [http://siris-artinventories.si.edu/ipac20/ipac.jsp?&term="Quayle,+J.+W."&index=.AW&limit=Lo01+%3D+ias](http://siris-artinventories.si.edu/ipac20/ipac.jsp?&term=)

⁴⁶ THI&E Interurban Depot/Substation, Plainfield, Indiana, nomination to the National Register of Historic Places, 2002; Amo THI&E Interurban Depot/Substation, Amo, Indiana, nomination to the National Register of Historic Places, 2006.

⁴⁷ *Annual Report of the Auditor of State* (Indianapolis: Wm. B. Burford, 1908) 291.

⁴⁸ *Proceedings of the State Board of Tax Commissioners of the State of Indiana* (Indianapolis: Wm. B. Burford, 1914) 279.

⁴⁹ *Farmersburg, Sullivan Co., Ind.* (New York: Sanborn Map Company, April 1907) 1.

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a capacity of 300 kilowatts, with a Westinghouse two-phase rotary converter.⁵⁰ By January 1921 the THI&E had moved Farmersburg's interurban passenger station into a storefront at 311 S. Railroad Street. The Farmersburg substation and freight house building appears to have been demolished between 1931 and 1940. No photographs of the Farmersburg substation and freight house are known to exist, but Sanborn maps for 1913 and 1921 indicate that the building may have been a smaller version of the Freight Depot and Sub-Station at Sullivan.

As of October 1907 the Sullivan traction terminal was located in a restaurant at the southeast corner of court and Wall Streets, one block north of the courthouse square. By July 1913 the space is listed as the THI&E Station and also contained a lunch room.⁵¹ The THI&E Freight Depot and Sub-Station at Sullivan, built c.1906, is a brick building at 422 N. Court Street. The building survives with alterations and now appears to be used as a residence. The design and character of the building are very different from either section of the Shelburn THI&E Interurban Depot/Substation, having pilastered walls and dissimilar corbelling on the parapets. The building's exterior appears to be consistent with the design of a transformer house built on the outskirts of Terre Haute to serve the line.⁵²

A c.1906 waiting pavilion survives on the north side of Sullivan. Located near the northern terminus of N. Court Street at what was known as Interurban Stop No. 25, the pavilion consists of two intersecting cast-in-place concrete walls forming a "+" configuration oriented north-south and east-west. A pyramidal roof is set over the walls, with its hips aligned with the walls, placing the roof at a 45-degree angle. The roof and wall configuration forms four separate L-shaped seating areas with continuous wooden benches. Other waiting stations along the route may have followed this design.

⁵⁰ "Extensions and Improvements of the Terre Haute Traction & Light Company," *Street Railway Journal*, April 28, 1906, 665.

⁵¹ *Sullivan, Sullivan Co., Ind.* (New York: Sanborn Map Company, October 1907) 6; *Sullivan, Sullivan Co., Ind.* (New York: Sanborn Map Company, July 1913) 3, 8.

⁵² "Extensions and Improvements of the Terre Haute Traction & Light Company," *Street Railway Journal*, April 28, 1906, 665.

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Proceedings of the State Board of Tax Commissioners of the State of Indiana. Indianapolis: Wm. B. Burford, 1912.

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THI&E Interurban Depot/Substation, Plainfield, Indiana. Nomination to the National Register of Historic Places, 2002.

“Third Brother Held in War at Shelburn.” *Indianapolis Star*, August 31, 1915.

“Train Accidents in March.” *Railway Age Gazette*, May 7, 1915.

Shelburn THI&E Interurban Depot/Substation
Name of Property

Sullivan County, Indiana
County and State

Wolfe, Thomas J., ed. *A History of Sullivan County, Indiana*, Vol. I. New York: Lewis Publishing Company, 1909.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acree of Property Less than one acre

Shelburn THI&E Interurban Depot/Substation
Name of Property

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Use the UTM system

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | | | | |
|----------|----|-----------|--------|-----------|---------|
| 1. Zone: | 16 | Easting: | 465948 | Northing: | 4336578 |
| 2. Zone: | | Easting: | | Northing: | |
| 3. Zone: | | Easting: | | Northing: | |
| 4. Zone: | | Easting : | | Northing: | |

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at the southwest corner of Mill and Railroad Streets, the property boundary runs 69.79' west along the south line of Mill Street, thence south 122.50', thence 65.50' west, thence 14.15' south, thence 103.62' east, thence 139.08' northeast along the west line of Railroad Street to the point of beginning.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the property associated with the Shelburn THI&E Interurban Depot/Substation during the period of significance. The site is bounded by Mill Street on the north and Railroad Street on the east, with the building built up to the sidewalk line along those sides. The area east of the site once contained brick commercial buildings, later demolished and replaced by a modern pole barn. The ground to the south of the site as far as Glenn Street once contained commercial buildings but is now vacant.

Shelburn THI&E Interurban Depot/Substation
Name of Property

Sullivan County, Indiana
County and State

11. Form Prepared By

name/title: Benjamin L. Ross, Architectural Historian/Historic Preservation Specialist
organization: RATIO Architects, Inc.
street & number: 101 S. Pennsylvania Street
city or town: Indianapolis state: Indiana zip code: 46204
e-mail: BRoss@RATIOarchitects.com
telephone: 317-633-4040
date: January 24, 2014

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Shelburn THI&E Interurban Depot/Substation
Name of Property

Sullivan County, Indiana
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Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Shelburn THI&E Interurban Depot/Substation

City or Vicinity: Shelburn, Indiana

County: Sullivan State: Indiana

Photographer: Benjamin L. Ross

Date Photographed: August 7, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 28 Exterior: corner view facing southwest
- 2 of 28 Exterior: north elevation along Mill Street, facing south
- 3 of 28 Exterior: northeast corner, facing southwest
- 4 of 28 Exterior: east elevation of freight wing, facing west
- 5 of 28 Exterior: view from the southeast, facing northwest
- 6 of 28 Exterior: view from the south, facing north
- 7 of 28 Exterior: view from the southwest, facing northeast
- 8 of 28 Exterior: west elevation of substation wing, facing east
- 9 of 28 Exterior: view from the northwest, facing southeast
- 10 of 28 Exterior: detail of soffit, facing southwest
- 11 of 28 Interior: north wall of passenger waiting room, facing north
- 12 of 28 Interior: view in passenger waiting room and office, facing northwest
- 13 of 28 Interior: view in passenger waiting room and office, facing west
- 14 of 28 Interior: view in passenger waiting room, facing south
- 15 of 28 Interior: detail of wall and ceiling conditions at passenger waiting room, facing southeast
- 16 of 28 Interior: detail of glazed brick wall at passenger waiting room, facing west
- 17 of 28 Interior: detail of typical window trim at passenger waiting room, facing southwest

Shelburn TH&E Interurban Depot/Substation

Sullivan County, Indiana
County and State

Name of Property

- 18 of 28 Interior: detail of wall and ceiling conditions in present restroom, facing south
- 19 of 28 Interior: view through later ceiling framing showing upper walls and underside of roof at office, facing southwest
- 20 of 28 Interior: detail of door between office and substation room, facing west
- 21 of 28 Interior: view in northwest room, facing north
- 22 of 28 Interior: ceiling of northwest room, facing north
- 23 of 28 Interior: view of substation room, facing south
- 24 of 28 Interior: view of substation room, facing north
- 25 of 28 Interior: detail of lintel at original exterior wall of east wing, now inside substation room, facing east
- 26 of 28 Interior: view of freight room, facing south
- 27 of 28 Interior: view of freight room, facing north
- 28 of 28 Interior: Detail of roof framing at freight room, facing southwest

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.