

**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. Name of Property

Historic name: Veedersburg Clover Leaf Route Depot

Other names/site number: Toledo, St. Louis & Western Railroad Depot

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: 295 E. 2nd Street

City or town: Veedersburg State: IN County: Fountain

Not For Publication: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  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

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

<p>In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.</p>	
<p>_____  <b>Signature of commenting official:</b></p>	<p>_____  <b>Date</b></p>
<p>_____  <b>Title :</b></p>	<p>_____  <b>State or Federal agency/bureau or Tribal Government</b></p>

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

---

#### 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

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

**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.)

WORK IN PROGRESS

---

---

---

---

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

---

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Romanesque

---

---

---

---

---

**Materials:** (enter categories from instructions.)

foundation: BRICK  
walls: BRICK  
WOOD: Weatherboard  
roof: ASPHALT  
other: STONE: Limestone

---

### 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

Veedersburg's passenger depot for the Toledo, St. Louis & Western Railroad, more commonly known as the Clover Leaf Route, was built between 1902 and 1903 two blocks east of the central business district. The building is nearly a duplicate of a depot the railroad constructed in Bluffton, Indiana (no longer extant), and features a large arched entry, observation bay, and wide-overhanging, flared eaves. An arched and radial trim pattern in the front cross gable is one of the Queen Anne features of the otherwise Romanesque Revival style building.

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

---

## Narrative Description

### *Building Site*

The Toledo, St. Louis & Western Railroad, commonly known as the Clover Leaf Route, constructed a small passenger depot on the east edge of Veedersburg, about two blocks from the central business district, between 1902 and 1903. The narrow site features a wooded bluff the depot was constructed into to allow passengers and freight to be off-loaded at grade/entry level from the railroad tracks fronting (west) the building. The tracks ran north/south through the middle of Railroad Street. The back (east façade) has an exposed basement wall and lawn behind the building. A small utility shed, 10' x 10', was built of wood in 1996 in the lower lawn east of the depot. It is considered to be a non-permanent building and is not included in the resource count. A freight house was once located just north of the passenger depot on a separately-platted parcel. It was razed and a metal-sided pole building was constructed on the site in 1995; it is not part of this nomination. Historic photos indicate substantial wood or concrete posts with wood railings lining the bluff to protect passengers from falling, but no remnants of this feature appears extant.

### *Building Exterior*

The depot has a basement/foundation of paver brick from the Wabash Clay Company stamped "W. C. Co. Poston Block, Pat." and "W. C. Co. Culver Block, Pat. May 21, 1901." Belt courses of rusticated limestone trim the top and bottom of brick wainscot around the perimeter of the building. The brick composing the wainscot are deep red in color and are paver size, but are rusticated. I. G. Poston, who founded the Poston Brick Company in Crawfordsville in 1901 later opened a plant in Veedersburg and offered face brick with patterns by 1904. His own home, built c. 1898 in Crawfordsville, features rusticated brick of this size. The Wabash Clay Company also featured rusticated brick in their offices. The brick used in the basement and wainscot of the depot likely came from the Veedersburg plant which had a siding for the Toledo, St. Louis & Western Railroad along the east side of its plant (see back façade photo 0004).

The building features simple clapboards above the wainscot and a tall frieze at the top of the walls is composed of board and battens (photos 0001-0002). The clapboard-covered wall flares out slightly at the bottom where it meets the wainscot. The doors and windows feature wide wood trim. Wood arches over front entries are nearly 16" wide, mimicking heavy stone. The building has 1/1 wood windows and paneled, wood doors. The hipped roof has very wide-overhanging eaves that are flared and supported by rows of stilt-like braces with chamfered edges. Exposed rafters are under the eaves. The roof is covered with asphalt shingles. A simple chimney is in the east-facing slope of the roof, in its north half. It is also composed of paver-size brick with a rusticated stone belt course, above which it appears to have been rebuilt with different colored brick (seen in photo 0004).

The front façade is generally divided into three bays (photos 0001-0002). The middle bay features a wide, full-round arched entry composed of a three-panel wood door with window in its top half and a transom. Flanking the doors are 1/1 windows and a fixed window, acting as side-

Veedersburg Clover Leaf Route Depot

Fountain County, IN

Name of Property

County and State

lites under the arch and above the brick wainscot. These have radius-curved top sashes to fit the arch. The door features a well-worn limestone threshold and the arch is trimmed top and bottom with bullnose trim. North of the entry is a narrow three-panel wood door for the ticket agent. The door has a window, filled with wood, in its top half and very simple casings. The north bay features a pair of rolling two-panel baggage doors. The panels are composed of wood planks laid in an angled pattern. The doors have a large full-round arched fan-lite transom. The transom has an arch is trimmed top and bottom with bullnose trim. The south bay forms a shallow ell and features a three-sided observation bay with cutaway corners centered in its wall. Each wall of the observation bay features a 1/1 wood window with wide trim. A wide gablet is centered over the south bay. The gable wall is covered by flat, horizontal planks with raised trim in an arched and radial pattern. Its eaves are also flared and trimmed with wide fascia boards.

The north and south facades are identical and feature two 1/1 wood windows with wide casings. Both facades have partially-exposed basement walls of brick pavers where grade slopes down to the east (the building being set into the bluff, see photo 0003 for north facade).

The back (east) façade has impressive height due to the exposed basement wall of paver brick (photo 0004). A wood door of vertical planks is off-centered to the north in the basement. It features a transom, filled with wood, and a blind segmental arch. A course of paver brick are turned on their side near the top of the basement wall where floor joists for the main floor sit into pockets of the masonry wall. These pavers have their manufacturer names engraved and exposed to the exterior. A belt of rusticated limestone is at the top of the basement wall and forms the bottom trim for the brick wainscot around the perimeter of the building. The main floor of the back façade features seven door and window openings, all of which are either entirely covered or partially covered with plywood. Beginning at the south end of the façade is a 1/1 window with its top sash covered with plywood. Next is a small window opening covered with plywood. A door opening is centered on the façade's main level. It is covered with Dutch-lap siding and features a transom that is covered with wood. Flanking the door are 1/1 wood windows with the top sashes covered with wood. A small 1/1 wood window and baggage door is in the north end of the building. The window's top sash is covered with plywood and the baggage door's opening (matching those doors on the front façade) is covered with Dutch-lap siding. The wood covering appears to have been a mid-20<sup>th</sup> century application when a drop ceiling was added inside the main floor. It is thought that either an elevated platform or stairs connected these doorways on the back of the building.

### *Building Interior*

Following the general composition of the exterior, the depot is divided into three primary spaces. A wide passenger lobby is in the middle of the main floor. The large, arched entry is in its west wall (photo 0005) and door to the former elevated platform is centered in its east wall (photo 0008). Wood ticket windows with counters go from the lobby to the station agent's room in the southwest corner (left side of photo 0005) and baggage room in the northwest corner (middle of photo 0006). The ticket window counters are supported by simple, but stocky, wood braces. A small bathroom is off the lobby's northeast corner (right side of photo 0006) and a hallway to a waiting room is off the lobby's southeast corner (middle of photo 0007). A chimney is just west

Veedersburg Clover Leaf Route Depot

Fountain County, IN

Name of Property

County and State

of the bathroom door. The bathroom, which features tall wainscot, has a toilet enclosure composed of beaded boards (photo 0009).

Interior finishes are simple. The building has wood floors and wainscot composed of beaded boards approximately four feet high, except in the bathroom and small room off the waiting area which is much taller. The walls above the wainscot are plaster. The ceilings are beaded boards and feature narrow cyma cove moldings. A narrow trim board is around the perimeter of the rooms near the top of windows and doors, similar to the cove molding. The doors and windows have simple casings trimmed with cyma moldings. The bathroom, toilet enclosure, and station agent's doors are five-panel wood doors. During the mid-20<sup>th</sup> century, the ceiling was lowered throughout much of the building which resulted in some notching of trim. The lowered ceiling was removed though some evidence, like notching and trim boards are still extant. The lowered ceiling is still located in the bathroom and small room off the waiting room and is composed of suspended acoustic tiles.

The station agent's office in the southwest corner of the building features an observation bay with cutaway corners in its west wall (photo 0010). Two 1/1 wood ticket windows to the lobby and hallway to the waiting room are in the northeast corner of the office (photo 0011). A built-in desk of beaded boards is in the observation bay and a wood storage cabinet is in the southeast corner of the office. The waiting area in the southeast corner of the building features a small room in its northeast corner that has a cutaway southwest corner and tall wainscot (right side of photo 0012). This room likely was a bathroom.

The third area is the baggage room located in the north end of the building (photos 0013-0014). It wraps around the north side of the toilet room off the lobby and features a ticket window with counter, likely a baggage claim window, into the lobby in its southwest corner (right side of photo 0014). The window raises up into the wall rather than double-hung like those in the station agent's office. Rolling baggage doors are in its west and east walls (onto the former elevated platform). A basement staircase enclosure and door of wood are east of the ticket window (middle of photo 0014). The walls and ceiling of the baggage area are covered with beaded boards.

The basement is divided into three general chambers, all of which were used for storage or coal/fuel storage. There is a wide, middle chamber under the main foyer of the main floor above. A wood staircase up to the baggage room and storage chamber are under the baggage area in the north end of the basement. A large storage area is also under the south end of the building; the brick basement wall follows the bay with cutaway corners on the front of the building. A window well on the front of the building has a rounded wall and was likely an opening for a coal chute to the basement (just north of the front entry). Some wood storage shelves are tucked into corners of the chambers.

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

- 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

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE  
TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1902-1958

\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person (last name, first name)**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder (last name, first name)**

\_\_\_\_\_  
\_\_\_\_\_

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

**Period of Significance (justification)**

The period of significance begins in 1902 when the Clover Leaf Route Depot was constructed by the Toledo, St. Louis & Western Railroad. The period concludes in 1958 when passenger service ended on the railroad. The railroad first developed through Veedersburg in 1887 and the depot closed in 1988, however, the time period of 1902-1958 is significant to the existing depot's construction and use as a passenger station.

**Criteria Considerations (explanation, if necessary)**

N/A

**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.)

Veedersburg's passenger depot of the Toledo, St. Louis & Western Railroad, more commonly called the Clover Leaf Route, is eligible for the National Register of Historic Places using criterion A under the area of transportation. Veedersburg's commerce thrived after three railroads built lines through town in the 1870s-1880s. The small community depot demonstrates the need for passenger amenities during the town's early 20<sup>th</sup> century rail transportation-era. The building is also eligible using criterion C under the area of architecture due to the impressive quality and character of the small depot's architecture, in the Romanesque Revival style. The depot's many extant features and unaltered appearance makes it an excellent example of railroad architecture from the turn of the century.

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

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

## ARCHITECTURE

The Veedersburg Clover Leaf Route Depot has a blend of two styles popular during the period it was constructed. The architect used a combination of features of both the Romanesque Revival and Queen Anne styles to create an appealing, small-scaled passenger depot at the height of the railroad era. While the first floor walls and openings read fairly clearly the Romanesque style, the cross gable treatment is more identified with the Queen Anne style (see photo 0002).

The Romanesque Revival style was made popular by architect Henry H. Richardson, particularly on public buildings located along the east coast. The style often used large rusticated stone blocks for its wall construction, large rounded arches, and a sculptural appearance to the overall massing of the building. Railroads, expanding on their popular use for passenger travel in the late 1800s and early 1900s, commonly used the style for their passenger depots. Richardson himself designed depots that helped set the trend. Notably, his depots for the Boston and Albany Railroad during the 1880s were widely emulated. Practical as they were, Richardson is thought to have incorporated flared, deep eaves as a Japanese touch. Many railroad architects used the eaves “kick” in their designs. The Queen Anne style was popular between 1880 and 1910; it was named and popularized by a group of 19<sup>th</sup> century English architects led by Richard Norman Shaw. Half-timbering and patterned brickwork found in the Queen Anne style in the United States most closely follow the work of Shaw and his colleagues in England. The pre-cut designs and architectural details were made available by the increased use of railroads that transported the products to growing towns. Romanesque and Queen Anne styles could be easily blended because of their common use of hipped roofs and cross gables, as is the case with the Veedersburg depot (see photos 0001-0002).

The depot’s rusticated brick base, trimmed with limestone, and wide, full-round arched entry that springs from the base are the building’s most notable features related to the style. The arch, which frames the entry, is trimmed with wide wood arches to simulate heavy masonry construction. The building’s windows are set on rusticated stone sill courses. The fan-lite window over the baggage doors and the three-sided observation bay with cutaway corners give formality to the front facade. These features, along with the building’s hipped roof and cross gable, is also commonly found in both Romanesque and Queen Anne designs. While the Romanesque style portrayed heavy massing, Queen Anne features such as the stilt-like braces of the flared eaves and the radial trim design of the cross-gable, often give the impression of airiness to the buildings.

Other important architectural features include the unusual use of paver brick, likely locally-made, for basement wall construction and the rusticated brick wainscot, or base, of the exterior (see photo 0004). The interior features simple design, but remarkable integrity in its unaltered plan and interior finishes of beaded board wainscot, ceilings, and other wood trim. The building

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

retains its ticket windows with braced counters, built-in desk in the observation bay, and historic wood doors and windows.

## TRANSPORTATION

The Clover Leaf Route traces its origins to 1886 when the Toledo, Cincinnati & St. Louis Railroad and two other railroads merged to form the Toledo, St. Louis & Kansas City Railroad. A trademark name was adopted by the railroad and thereafter it was known as the "Clover Leaf" Route. Once known as the Old Narrow Gauge Railroad, the railroad changed from the narrower 3' track gauge to the standard gauge in the summer of 1886.

The Toledo, St. Louis & Kansas City Railroad reached Frankfort, Indiana from Toledo by the early 1880s, then through Veedersburg to St. Louis by 1887. The railroad began purchasing property through Fountain County, and Veedersburg, in January 1887. The company struggled through the financial panic of 1893 but emerged after a \$12.2 million bondholder buyout in 1900 as the Toledo, St. Louis & Western Railroad. However, the railroad continued to promote itself as the Clover Leaf. These terms may be used interchangeably, but the official incorporation name was under Toledo, St. Louis & Western Railroad.

Until the construction of the existing depot, the railroad's presence in Veedersburg was limited to the north/south railway corridor approximately two blocks east of the central business district and a "station" kept at the house of the agent. The "Clover Leaf House" was a one-and-a-half story hotel located at the southeast corner of Washington and Cochran Streets in the southeast corner of Veedersburg, with the railroad running just to its west side as early as 1895. This hotel was later known as the Laurel House. A one-story frame house marked "depot" is just south of the hotel and was likely railroad agent John W. Marshall's house in 1895. This is approximately three blocks south of the existing depot. Both the hotel and depot were marked as such on the 1902 Sanborn map and included a box car shown between the depot and hotel.

Veedersburg had become a rail transportation hub in west-central Indiana prior to the Clover Leaf's construction. As early as 1856, surveys for the New Castle and Danville Railroad began, but with the outbreak of the Civil War, construction was not begun until the land was transferred to the Indianapolis, Crawfordsville & Danville Railroad in 1869. This railroad was reorganized as the Indianapolis, Bloomington & Western Railroad in 1870, the year Veedersburg was founded, and the first trains operated in 1871. The Indiana North & South Railroad extended a southern terminus from Attica to Veedersburg in 1872. A turntable, coal fields, and other supporting structures were constructed in the town to aid in the development of this hub of railroad activity. With the addition of the Clover Leaf Route, the small town of Veedersburg was connected with direct routes to Peoria, Chicago, Toledo, Indianapolis, St. Louis, and Cincinnati. Passenger trains, which reached seven each way over the town's three railroads, resulted in several town hotels developed to accommodate overnight lodgers. Passenger seats on freight trains added to travelers' numbers. The Central Hotel, Commercial Hotel, Laurel House, and Lloyd House joined more than a dozen saloons established to support railway passengers. A

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

number of railroad employees, including agents, clerks, tower operators, and trackmen also added to the population of Veedersburg.

Veedersburg was, in essence, a town built on the railroads and industry flourished from the 1890s into the 1910s. Manufacturers located on siding or spurs with access to all three rail lines. These include possibly the largest industry in Veedersburg, the Wabash Clay Company brickyards, developed about 1890. Railways allowed the shipment of brick to large urban areas including Chicago and Indianapolis for the construction of city streets. Other notable industry during this growth period included a wagon & buggy felloes manufacturer, two handle works companies (Veedersburg Hand Works and Johnson & Marshall Handle Works), two sawmills (Ajax and Osborn, later Veedersburg and Martin Sawmills and Henry Brothers Lumber Yard), the Veedersburg Machine Works, Veedersburg Roller Mill, Spencer Roller Mill, Stull's Flour Mill, Finch Grain Elevator (later Reichard Grain Elevator), and Standard Oil Company.

The Clover Leaf Route developed a significant improvement plan for its facilities between 1900, after it was reorganized, and 1907 which included a large roundhouse and station constructed in Frankfort, Indiana in 1900. The facility was built by W. H. Morris of Indianapolis of Veedersburg Paving Brick. New, large passenger depots were constructed by the railroad in 1900 in Marion, Indiana and Charleston, Illinois. These depots were designed very similar to each other and began the style of wide, arched entries for the Clover Leaf brand. Both depots are extant. The Marion Depot is built with brick and stone and was opened on February 21, 1900. It is located at 4<sup>th</sup> and McClure Streets and has been converted to a restaurant. New, smaller passenger depots that were practically identical to each other were built in Veedersburg and Bluffton, Indiana between 1902 and 1903. These included freight houses near the depots, and at least in Bluffton, included a large water tower. Bluffton's new depot replaced its original 1880s Clover Leaf depot. It was completed early September 1903 and cost \$6000 to build. The Bluffton Depot, and twin to Veedersburg, was razed in 1991. Cayuga, Indiana had a depot jointly constructed between the Clover Leaf and Chicago & Eastern Railroads about 1900. The small village of Linden, Indiana, also received a new, all-frame depot as a joint effort between the Clover Leaf and the Monon Railroads in 1907. That same year, the northern terminus in Toledo received a new headquarters and passenger station for the Clover Leaf. It was a two-story brick classically-inspired building.

The railroad also heavily promoted itself for traveling to the St. Louis World's Fair as the centennial celebration of the Louisiana Purchase in 1904. Railway promotions and posted schedules promoted the Clover Leaf as the "direct line to the St. Louis World's Fair" during 1902-1904, which may have been the impetus to make some improvements to its depot facilities in towns that were crisscrossed by other railroads such as Bluffton, Marion, and Veedersburg. One of the Clover Leaf's most popular, and most promoted passenger trains was the "Commercial Travelers" which were outfitted with new Pullman Palace Sleepers, and free chair and dining cars which served food a' la carte. The Clover Leaf Route sold to the Nickel Plate Railroad (also known as the New York, Chicago, & St. Louis Railroad) on December 28, 1922 and passenger service began to wane or be discontinued from the early 1940s until 1958 when it ceased all-together. The Veedersburg depot continued to be used as a station for freight and a

Veedersburg Clover Leaf Route Depot

Fountain County, IN

Name of Property

County and State

maintenance facility until its doors closed in 1988. Before the track's removal, the rail line was owned by Norfolk-Southern Railroad.

The Veedersburg Clover Leaf Depot retains a high level of its architectural features that identify it as a depot, both inside and outside the building. The depot's broad arches, wood windows and doors are external features that remain without infill, though some have been covered over on the back of the building (see photos 0001, 0004). The depot's flared eaves, observation bay, and its notable cross-gabled design most identify it with its transportation past (photo 0002). Inside, the building retains its room separation for the public (waiting rooms/lobby, photo 0005) and functional rooms of the agent, clerk, and baggage handler (photos 0010, 0014). The original floor plan of the building appears to be unaltered. Important interior features relating the building to its use as a depot include beaded board wainscot and ceiling, built-in desk in the observation bay, and probably most importantly are the extant ticket windows found in the lobby (photos 0005-0006).

The imprint of Veedersburg's railroad history is obvious on the east edge of town. Junctions, towers, sidings, and turntables were located south of 2<sup>nd</sup> Street/Highway 136 where the land is now-sparsely developed. Located in this area is the former Peoria & Eastern Depot, constructed c. 1880. The simple wood-frame building has hints of the Stick Style and was converted to the Fountain County War Museum in 1995. Fountain County once featured a number of other depots, though numbers have been significantly reduced. Two depots are extant in Attica; one is a simple gabled structure built c. 1910 and the other has more architectural significance built in the Prairie Style c. 1915. Both the small villages of Hillsboro and Kingman retain their small, simple wood depots that have hints of the emerging Stick Style. Hillsboro's Depot was built c. 1871 and Kingman's was built in 1886 by the Indiana Coal Railroad.

---

**Developmental History/Additional historic context information**

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

---

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Beckwith, H. W. History of Fountain County. Chicago: H. H. Hill & N. Iddings, 1881.

*Commercial and Financial Chronicle Vol. XLVI*. January-June 1888. New York: William B. Dana Co., 1888.

Fountain County Interim Report, Historic Landmarks of Indiana: Indianapolis, 1988.

History of Fountain County, Indiana. Dallas: Taylor Publishing Company, 1983.

McAlester, Virginia & Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 2006.

*Official Railway Guide (The): North American Freight Service Edition*: January 1904

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

Sanborn Maps for Veedersburg: 1895, 1902, 1910

Sanders, Craig Limited, Locals, and Expresses in Indiana 1838-1971. Indianapolis: Indiana University Press, 2003.

---

### 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

Veedersburg Clover Leaf Route Depot

Fountain County, IN  
County and State

Name of Property

University

Other

Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** 045-644-26048

---

## 10. Geographical Data

**Acreeage of Property** Less than one acre

Use the UTM system

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 477888 | Northing: 4440366 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

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

Beginning at the northeast corner of the intersection of Railroad Street with East 2nd Street/State Road 136, on the east side of Railroad Street, face northeast and continue in a line with the east side of Railroad Street 135 feet. Turn east and continue in a line 100 feet, then turn south and continue in a line 130 feet to the north side of East 2nd Street. Turn west and follow a line 135 feet with the north side of Second Street to the east side of Railroad Street, or the place of beginning. These are lots #118 and #119 to the original plat of Veedersburg.

### Boundary Justification (Explain why the boundaries were selected.)

The two lots described above are the location of the historic passenger depot associated with the Toledo, St. Louis & Western Railroad, or Clover Leaf Route, which ran down the middle

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

of Railroad Street on the west side of the property. While a freight house for the same railroad was once located immediately north of the boundaries described above, it is no longer extant and the passenger depot alone retains significance for the nomination.

---

## 11. Form Prepared By

name/title: Kurt West Garner  
organization: Veedersburg Revitalization Association  
street & number: 12954 6<sup>th</sup> Road  
city or town: Plymouth state: IN zip code: 46563  
e-mail: kwgarner@kwgarner.com  
telephone: 574-936-0613  
date: April 16, 2019

---

## 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.)

## 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.

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

### Photo Log

Name of Property: Veedersburg Clover Leaf Route Depot

City or Vicinity: Veedersburg

County: Fountain State: Indiana

Photographer: Kurt West Garner

Date Photographed: March 23, 2019

1. Description of Photograph(s) and number, include description of view indicating direction of camera: Front façade, looking southeast

1 of 14.

2. Description of Photograph(s) and number, include description of view indicating direction of camera: Front façade, looking northeast

2 of 14.

3. Description of Photograph(s) and number, include description of view indicating direction of camera: North façade, looking southwest

3 of 14.

4. Description of Photograph(s) and number, include description of view indicating direction of camera: Back façade, looking southwest

4 of 14.

5. Description of Photograph(s) and number, include description of view indicating direction of camera: Lobby, looking southwest

5 of 14.

6. Description of Photograph(s) and number, include description of view indicating direction of camera: Lobby, looking northwest

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

6 of 14.

7. Description of Photograph(s) and number, include description of view indicating direction of camera: Lobby, looking south

7 of 14.

8. Description of Photograph(s) and number, include description of view indicating direction of camera: Lobby, looking northeast

8 of 14.

9. Description of Photograph(s) and number, include description of view indicating direction of camera: Looking north into toilet room from lobby

9 of 14.

10. Description of Photograph(s) and number, include description of view indicating direction of camera: Agent's office, looking southwest at observation bay

10 of 14.

11. Description of Photograph(s) and number, include description of view indicating direction of camera: Agent's office, looking northeast at ticket windows

11 of 14.

12. Description of Photograph(s) and number, include description of view indicating direction of camera: Waiting room, looking north toward lobby

12 of 14.

13. Description of Photograph(s) and number, include description of view indicating direction of camera: Baggage Room, facing west

13 of 14.

14. Description of Photograph(s) and number, include description of view indicating direction of camera: Baggage Room, facing southeast

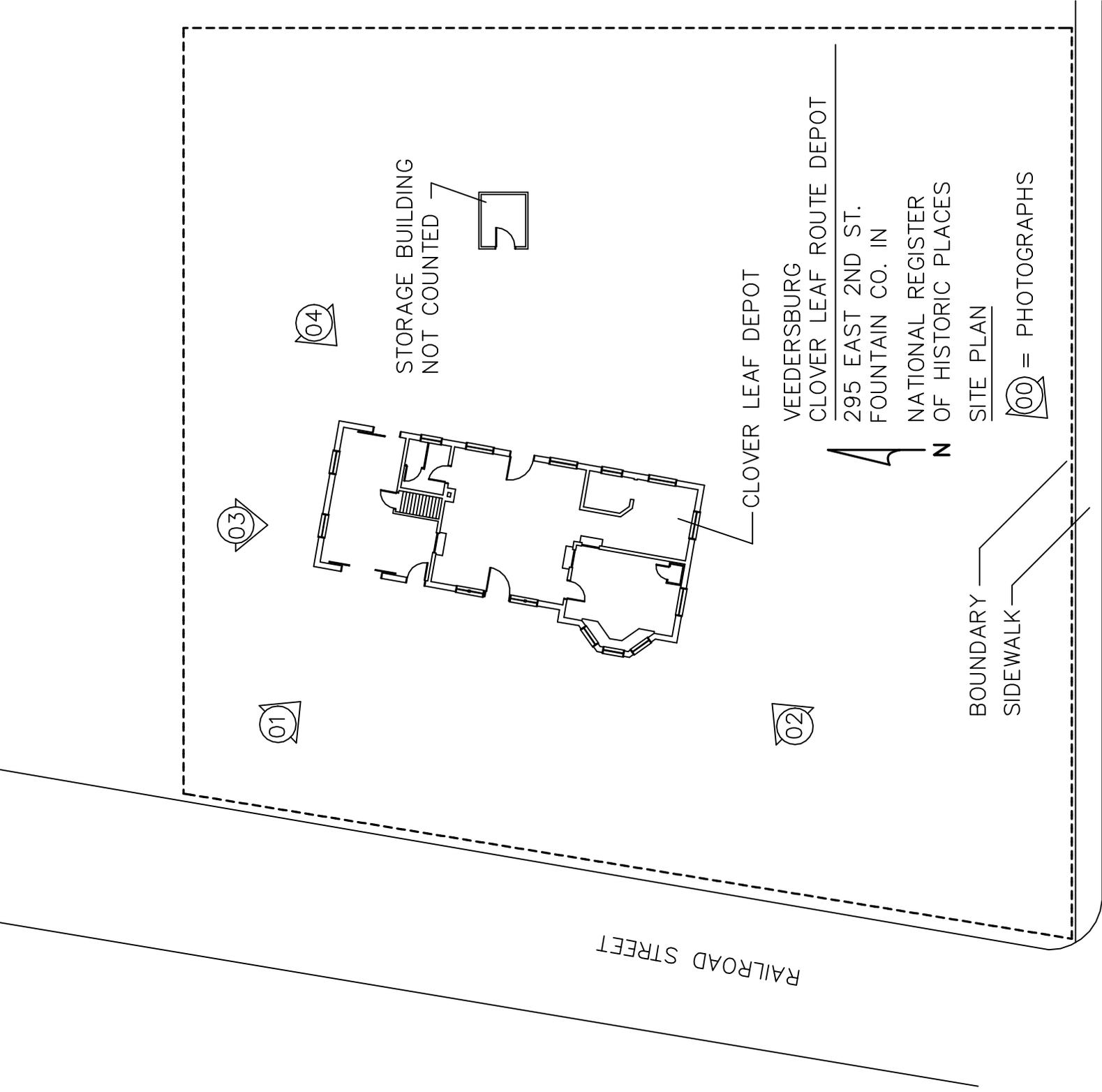
14 of 14.

Veedersburg Clover Leaf Route Depot  
Name of Property

Fountain County, IN  
County and State

**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.



EAST 2ND STREET / S.R. 136



Veedersburg Clover Leaf Route Depot, Fountain Co. Photo #0001



Veedersburg Clover Leaf Route Depot, Fountain Co. Photo #0003



Veedersburg Clover Leaf Route Depot, Fountain Co. Photo #0004



Veedersburg Clover Leaf Route Depot, Fountain Co. Photo #0005



Veedersburg Clover Leaf Route Depot, Fountain Co. Photo #0006



Veedersburg Clover Leaf Route Depot, Fountain Co. Photo #0008



Veedersburg Clover Leaf Route Depot, Fountain Co. Photo #0010



Veedersburg Clover Leaf Route Depot, Fountain Co. Photo #0013