

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. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Bremen Baltimore & Ohio Railroad Station

other names/site number _____

2. Location

street & number Douglas Road at State Road 106 not for publication

city or town Bremen vicinity

state Indiana code IN county Marshall code 099 zip code 46506

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

Signature of certifying official/Title _____ Date _____
Indiana DNR-Division of Historic Preservation & Archaeology
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government

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 _____

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only one box.)

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

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
1	0	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
1	0	Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

Current Functions
 (Enter categories from instructions.)

TRANSPORTATION: rail-related: train depot

RECREATION & CULTURE: museum

7. Description

Architectural Classification
 (Enter categories from instructions.)

Materials
 (Enter categories from instructions.)

LATE 19TH & EARLY 20TH CENTURY REVIVALS:
Colonial Revival: Georgian Revival

foundation: CONCRETE
 walls: BRICK

 roof: SYNTHETICS: Plastic
 other: STONE: Limestone

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Bremen's Baltimore & Ohio Railroad Station was constructed in 1929 near the site of a previous depot. It was located on the south side of the B&O railroad on the west side of North Center Street on the north side of town. The building was designed in the Colonial Revival style with influence of the Georgian Revival; this style variant is an unusual application to train depots. The depot has side gables with parapet walls on the gabled ends. The building is constructed almost entirely out of masonry both inside and out. Exterior walls are brick and interior walls are salt-glazed brick and plaster; it has a terrazzo floor. The building was relocated in 2009 to a small town park on the west side of Highway 106 about one half mile from its original site, still in view of the railroad, to protect it from demolition. After its relocation the building was restored and is being used for a museum/interpretive center and meeting hall.

Narrative Description

The Bremen B&O Railroad Station retains the original top portion of its concrete foundation (that area exposed above grade). The original concrete foundation, measuring 18" thick, was cut below grade to allow the building's relocation. This was important for several reasons. The top of the concrete foundation has a slight taper that acts as a water table and was a character defining feature of the depot. It also was incorporated into the original terrazzo floor inside the building, another important character defining feature. Therefore the top 12" of the foundation that included the interior floor slab was relocated intact with the building and set onto a new foundation constructed below grade.

The depot's walls are constructed out of brick in various hues of brown; the brick is laid in a Flemish bond. A belt course of brick rowlocks in line with the windows' sills is located about 36" above the foundation. The windows have stone sills and flat arch lintels composed of brick and a stone keystone. The windows are original 6/1 wood windows with protective glass storm windows in thin metal frames fixed to their outsides. The outside corners of the building have original steel corner guards from the top of the foundation to the top of the belt course. The bottom corners of the top window sashes have small carved stops. The roof's eaves only slightly overhang the building with a wood cornice and soffits. Gutters, downspouts and leader boxes are replications of the original features that were no longer extant. The roof is covered with faux slate tiles in a color to match the original slate roof that was removed in 1982.

The east and west facades of the building (photos 0001 & 0002) are identical and were considered the entry and exit ways for passengers. The east façade originally faced north toward the railroad and the west side originally faced south. The building's relocation project incorporated a portion of railroad track and concrete platform on the east side of the building to replicate the original setting of the depot. The center of these primary facades has its original pair of doors. They have recessed panels in their lower halves and windows divided into six glass panes in their top halves. An original wood transom window divided into six panes of glass is located above each pair of doors. A limestone surround with an ogee profile at its outside edge frames the entries. The entries are covered by porticos replicated to match the originals which were removed from the building sometime prior to 1960. The porticos are approximately ten feet wide and eight feet deep. Pairs of fluted Doric columns support the outside corners of the portico roof; engaged fluted Doric columns support the inside corners of the portico roof. The portico roof has a complete entablature with a piece of ogee molding forming the architrave, a tall board that forms the frieze, and several layers of trim built-up to form a cornice. The portico roof is flat with a vinyl covering. The east and west facades have three gabled roof dormers equally spaced across each façade. The dormers were replications of dormers that were removed from the building in 1982. The dormers have faux slate tiles covering their side walls and roofs. Their front walls have arched windows divided into nine rectangular panes of glass and Gothic tracery pattern in the top portion of the window. Pilasters are located at the front walls' outside corners and give the impression they support broken cornice returns on the gabled walls.

The north and south facades (also in photos 0001 & 0002) are nearly identical with the exception of a pair of baggage doors in place of a window on the west side of the south façade (seen in photo 0001). The south façade also has a window on its east side; the north façade has two windows. The baggage doors have a recessed panel in their tops and bottoms and together are about five feet wide by seven feet tall. The opening has steel jambs. A recessed brick panel framed by rowlocks is located above the baggage door opening. A keystone lintel matching those over the windows is

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located above the brick panel. Metal signs with BREMEN painted in black on a white background are centered on the facades near the base of the gable. The sign on the north façade is in storage and awaiting re-installation. Above the signs are pairs of quarter fanlight windows each divided into three panes of glass. These are located in the depot attic walls to each side of an interior chimney on the south façade and in a matching placement on the north façade. The quarter fanlights have stone sills and rowlocks framing the openings. The side walls are parapeted with stone coping; the parapet follows the slope of the roof (about 45 degrees) except at the bottom corners where the wall becomes flat. The coping is interrupted in the center of the walls by the continuation of the brick chimney and portion of wall on the north façade that mimics the chimney on the south façade. The chimney and false chimney have stone coping on their tops.

The interior of the depot is divided into three primary sections. A pair of restrooms is located at the north end of the building (photo 0009). A large central room, the passenger waiting room, is located in the center of the building (photos 0003-0006), and the station manager's office (photo 0008) and baggage area (photo 0007) are located in the south end of the building. The waiting room and restrooms have a terrazzo floor and base cove. The terrazzo floor is composed of large squares of mostly white stone in a broad field with a warm gray colored pattern that forms a border and base cove around the perimeter. The office and baggage rooms have a concrete floor. Salt-glazed brick in a dark tan color form a tall wainscot in the waiting room. The top course is composed of rowlocks; it falls in line horizontally with the middle of the windows. The wall above the brick wainscot is plaster. The walls in the office and restrooms are also plaster. The exterior walls in the baggage area are painted brick and the interior walls have beaded board siding. There is very little wood trim except for window sills and cove molding beneath the sills. The ceilings throughout the building are plaster except in the baggage room where beaded boards form the ceiling. A closet is located between the baggage room and office. It originally had a staircase that led to a coal room beneath the baggage room and office; it now leads to a basement. The wood planking that created formwork for the concrete ceiling in the coal room is still visible.

A wood cabinet is located across most of the width of the baggage room's east wall (seen in photo 0007); it has four large recessed paneled doors that open into the baggage room. It dates to about 1940. Steel rods are embedded into the masonry chimney on the south wall of the depot, in the baggage room near the office entry door; they form a ladder to the attic. An access hatch to the attic is located in the ceiling at the top of the ladder. A larger hatch is located in the ceiling of the baggage room. A ticket window with its original sill and door that slides up into the wall is located in the wall between the waiting room and office (seen at left side of photo 0006). The ticket window has a piece of glass that creates a window in the door when it is slid shut. The original train schedule board is located between the ticket window and the door to the baggage room in the south wall of the waiting room (seen in the center of photo 0006). The door between the baggage and waiting rooms is a Dutch door with a recessed panel in each leaf of the door (seen at right side of photo 0006). The safe from the original B&O Depot (c. 1874) is located in the office. The west restroom has a modern porcelain toilet and lavatory on its east wall. The east restroom retains its historic porcelain fixtures that include a wall-mounted flush tank urinal (seen in photo 0009) and lavatory. An original steel water closet screen is located between the urinal and former toilet location. The lighting in the building is period with schoolhouse pendant style fixtures throughout (two are original). The interior of the building was painted in the B&O color scheme from the time period in which the building was constructed, creams and tans.

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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.

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

TRANSPORTATION

Period of Significance

1929-1961

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Baltimore & Ohio Railroad

Lehr, S. G.

Criteria Considerations

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

Property is:

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

Period of Significance (justification)

The period of significance begins in the year the building was constructed, 1929, and ends in 1961, the mandatory cut-off date for eligibility. Passenger service continued at the depot until 1971 after which time the building continued to be used as a railway station until 1987. After that time it was vacant until its relocation & restoration into a museum in 2009.

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Criteria Considerations (explanation, if necessary)

The building was relocated in order to protect it from further deterioration and demolition by the railroad. The railroad insisted the building be moved from its current location and not restored in place due to the building's location on an active rail line and the fact the clearway area divided the building in half. It was relocated under a Transportation Enhancement grant in 2009 under several mitigating factors that included restoration of the building conforming to its historic appearance and the positioning of the building to replicate as close as possible its historic setting on North Center Street. This was done with the inclusion of patios that were once located at the original site and the placement of railroad track at the same distance from the building as the original site. The building is located in proximity to the railroad approximately a quarter mile from the north side of the tracks at the Highway 106 underpass. An historic marker was also required at the original site informing the public of the building's original location and summary history of the depot. While the building was relocated and certain details of the building were replicated to match the original, a high level of architectural integrity remains with the building both on the exterior and interior.

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Bremen Baltimore & Ohio Railroad Station is significant for a variety of reasons. It represents a particular building type related to transportation that has lost significant numbers due to deterioration and demolition. The variant of the applied architectural style, Colonial Revival/Georgian Revival, is an unusual selection for train depots of the period. No other extant B&O Depot in Indiana is constructed in a similar appearance. The building's architecture certainly represents one of the finest later examples of a small community depot constructed by the Baltimore & Ohio Railroad. Even though relocated within Bremen, the depot remains the single most tangible link to the community's railroad era.

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

TRANSPORTATION

The train depot is a unique type of architecture created from the need that developed with the emerging use of the railroad as the principal transportation mode in the United States between the 1850s and the early 1900s. The depot, particularly in small communities, was the focal point or social center for the town. No one arriving or departing, stranger or resident, went unnoticed and farewells and welcomes were sincere-not only between relatives but between strangers and townfolk. In the days of the horse and buggy, the station was the only means of intercourse with the outside world. Trains brought mail, news, and merchandise and time was often set by the station clock. News traveled to communities by telegrams received at the depot.¹ In his book on Indiana's railroad depots Francis Parker rightly calls the depot the "entry point, the front door, for every community during this era".²

Community History

Bremen is located in German Township, Marshall County, Indiana. German Township was formed from the eastern third of the original North Township that occupied the northern tier of Marshall County in 1838. It was named German Township to reflect the large number of German speaking settlers in the area. The first settlement in what would become Bremen was in 1836; after which several families settled in the area. A post office was established in 1846 and named "Brothersville" after its first postmaster David Brothers. The first store was created by George Pomeroy in which a variety of goods were sold. The first blacksmith shop was created in a log cabin in 1848 and operated by Joseph Geiselman. Geiselman later erected the first frame building in the town in 1850. In 1851 George Beiler (Beyler) created the original plat of the community and named it "New Bremen" after the city in Germany, however "New" quickly became omitted.³ The town had six families living in it when it was platted. In 1853 there were four log cabins and two frame buildings, a store, saloon and post office, a blacksmith shop, a cooper shop, tailor, and a harness maker. The first school was also established in 1853 and the first church constructed was the German Lutheran Church in 1855.⁴

¹ Alexander, pg. 15

² Parker, pg. 1

³ McDonald, 1908. Pg. 124

⁴ *The Bremen Enquirer*, Dec. 24, 1887

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The community continued to grow and remained as the only town in German Township. The town was incorporated in 1871 and twelve additions followed the original plat by 1880. The Baltimore & Ohio Railroad continued their westward push through the states of Ohio and Indiana to reach Chicago and on to St. Louis by surveying through the town in 1873 "at which time the business interests took a boom."⁵ The railroad was completed through Bremen to Chicago in 1874, locating on the north side of town. This allowed the town to develop industries that could send products to outside markets on the east coast and Chicago. Eight manufacturing operations were located in the town by 1880; these included furniture, wagon, stave, barrel, and machine manufacturing. Six industries that involved lumber milling, and a flour and woolen mill were also operating in the town by 1880. J. R. Dietrich constructed the first brick business block in 1875; it was a large triple storefront bay building on the southeast corner of Center and Plymouth Streets. No doubt receiving significant patronage from the travelers using the railroad, there were two hotels and five saloons operating in the town in 1880, along with a variety of other retail stores and services.⁶ Approximately half of the downtown's buildings date to this early railroad-era period of growth between 1875 and 1900. In 1887 the population of the town reached 1,500 and for its size was considered "quite an extensive manufacturing place". Adding to the industries found in 1880 a creamery and pickle and salting works opened by 1887. It also had grown to include a graded school, seven churches, and a fire department. The town's first large industrial employer began operations in about 1892, manufacturing radiators in a building located immediately north of the railroad.

By 1900 Bremen had adopted many improvements marking it as a progressive town such as arc lighting and water hydrants. The town's main streets were paved with brick in 1913 as the automobile began to replace horse and buggy. The town's population grew to just over 2,000 by 1920. The 1920s saw a number of civic improvements in the community including the first library and dedication of the town hall in 1924. The mint industry began in Bremen in 1926 with the establishment of the Leman-Gerber Distillery; it allowed farmers to take advantage of muck soil in the area with the production of mint crops. In 1928 the Grand Army of the Republic Highway (later U.S. 6 and present S.R. 106) was routed through the middle of downtown on Plymouth Street. These improvements were already in place at the time of the decision to construct a new depot for the B&O Railroad in 1929. This early 20th century development of the town is represented by about another half of the buildings downtown. The Great Depression of the 1930s took its toll on industry in Bremen. The radiator factory and foundry closed and by the end of the depression no industry remained. Seven years passed before industry began to develop again in Bremen; slow but steady growth realized a growth in the population to just over 2,200 by 1950.⁷

Baltimore & Ohio Railroad History

The Baltimore and Ohio Railroad is the oldest mainline railroad in the United States. It traces its history to a committee of business men assembled at a Baltimore, Maryland residence in 1827. The men assembled weighed the options of canals, turnpikes, and railroads as the best means to open the city to markets in the developing western states by way of the Ohio River. It was established that a railroad was far more cost-effective than the construction of a canal, and that Baltimore had a considerable advantage since it was closer to the Ohio River than either Philadelphia or New York City. The committee requested a charter for a stock company to be known as the Baltimore and Ohio Railroad from the Maryland legislature in the same year. The legislature granted the charter with a capital stock of \$3 million dollars.⁸ A survey for the route was undertaken in 1827 and in great fanfare a cornerstone was laid by Charles Carroll, the last surviving signer of the Declaration of Independence, to initiate the construction of the railroad on July 4, 1828.⁹

After the Baltimore & Ohio Railroad reached the Ohio River, it began to set its sights further west which ultimately would include three routes through Indiana. The first two routes were constructed through southern and central Indiana in 1857 and 1852, respectively. The Civil War interrupted additional construction on the railroad, but demonstrated the importance of having a functioning system of rails as a national supply route. John W. Garrett, president of the B&O Railroad, immediately set plans into place following the end of the war to reach more markets with the railroad. Garrett eyed Chicago as an important destination for markets on the east to reach and commenced the construction of the B&O Railroad through northern Indiana from Pittsburg west to Chicago, becoming known as the Baltimore, Pittsburg, Chicago

⁵ *The Bremen Enquirer*, Dec. 24, 1887

⁶ McDonald, 1881. Pg. 137

⁷ History of Marshall County, Indiana, Sesquicentennial. Pg. 10-11

⁸ Stover, pg. 17-18

⁹ Stover, pg. 27

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Railroad, in 1871. By the fall of 1872 a 260 mile grade had been established from a point on the Lake Erie Division ninety miles north of Newark west to Chicago. During 1873 most of the track had been laid between Chicago Junction on the Lake Erie Division and Deshler, Ohio, 63 miles to the west. The remaining 200 miles of track was laid between Deshler and Baltimore Junction, Illinois in 1874. The final track was laid on November 15, 1874 and the line was officially open for traffic on November 23. B&O passenger trains used the Illinois Central line coming into Chicago while freight trains used the Eastern Trunk line. The first year of operation showed revenue at nearly \$1 million dollars and a deficit of \$126,000. However the following year net earnings reach \$167,000.¹⁰

The northern route of the Baltimore & Ohio Railroad passed through Bremen on the north side of the town approximately three blocks from the original plat of Bremen between the town and its burial ground. The main street of Bremen (today SR 106) was an east/west street named Plymouth Street that was crossed at the center of the downtown by "Center Street". Center Street connected the downtown with the railroad, industrial grounds, and the burial ground on the north side of town via a bridge constructed over a fork in the Yellow River. The railroad was located just north of the river, paralleling it for a short distance before it crossed the river west of Center Street, paralleling it again but on its south side. The depot grounds were established by the railroad on each side of Center Street, north of the track. The railroad originally constructed a simple wood framed depot on the west side of Center Street and north of the track; it acted as a passenger station, freight office and Western Union office. Two streets west of the original plat were named in honor of the railroad's origin: Baltimore and Maryland Streets.

The 1908 plat map of the town shows the importance of the railroad to the development of the community. New plats were created north of the railroad along Center Street. Huff's Addition with "Railroad Street" was created north of the depot on the west side of Center Street and "Manufactures Addition" was created on the east side of Center Street, north of the radiator company. The depot grounds on the east side of Center Street had considerably more development including an elevated wood water tank and tool house. A rail spur also connected a grain elevator, stock pens, and pickle shed on the east grounds as shown in the 1908 plat of the town. The same plat shows a spur connecting the Holland Radiator Company north of the elevator with a coke and sand shed and warehouse located between the two. A second elevator was located on the west side of Center Street, north of the depot. Another short spur connected a brewing company to the track in the northwest corner of the town.

The 1922 plat of the town shows little change in the buildings on the depot grounds, but considerably more development of the radiator company, then called "American Radiator Company". The plant appears significantly larger in footprint than in 1908 and had two other spurs entering the building. The company was also named in the creation of a re-plat of a portion of Manufactures Addition north of the company and had constructed its own hotel north of the depot named the "Arco Hotel". The 1922 plat also shows an engineered realignment of the fork of the Yellow River, now called Army Ditch (also written Army), which provided more land between the south side of the railroad and the ditch on each side of Center Street. The railroad took advantage of this in 1929 when it replaced the original depot on the north side of the track with a new depot between the ditch and the south side of the railroad on the same side of Center Street.

A wave of new infrastructure improvements by the B&O Railroad resulted in several new depots constructed along its lines between 1910 and 1917; these included new depots designed in period styles located in Nappanee, Syracuse, and a large depot in Gary. However Bremen, a town similar in size to Syracuse and Nappanee, was not included in these improvements and maintained its original wood, rather non-descript depot.

Having a new depot constructed by the railroad was termed a "long dream" by the town when a committee of business men met with high officials of the railroad in 1928. By the end of this meeting railroad officials had given their "unqualified assurance" that the company would build a new depot that would be considered "modern and adequate".¹¹ Work would start as soon as plans presented by the railroad were modified based upon suggestions by the committee at the meeting. The plans presented by the railroad appear to have been proposed to the town prior to the meeting and were referred to as "original plans of several years ago". It is unclear why the railroad had not constructed the depot prior to this time. The original drawing of the depot as proposed by the railroad was virtually identical to what was constructed with the exception of porticos constructed on each side over the entries.

¹⁰ Stover, pg. 152

¹¹ Bremen Enquirer, October 25, 1928

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It appears that the town of Bremen requested the addition of the porticos, probably for the purpose of sheltering passengers entering and exiting the building.¹² No doubt the town also adhered to the thought proposed by Clay Lancaster in his book Waiting for the 5:05: Terminal, Station and Depot in America, "The train station was the image of the community, presenting at a glance something about its size, affluence, livelihood and social range of its citizens, their taste in architecture."¹³ It appears the townspeople took image seriously when the portico additions were made to the original drawings. A newspaper article stated that the new depot would compare favorably with anything else located on the rail line. The appearance of the building was positively commented on in succeeding newspaper articles as well as its superior and virtually fire-proof construction.¹⁴ A review of other buildings constructed in the community at the time of the depot's design and construction shows only one in a comparative style and level of detail found in the depot. If the committee of business men were looking for a visual precedent from which to draw inspiration for the addition of the porticos the bank building at the southwest corner of Plymouth and Center Streets may have provided this. It was constructed only a few years previously in a neoclassical design with fluted columns flanking the front entry. It has been restored and now serves as the town hall.

Construction began on the new passenger depot in April, 1929 by a local contractor, S. G. Lehr; the old depot was to be used as a freight house. The new depot was dedicated on October 22, 1929. The dedication was a formal event with high-ranking representatives from the Baltimore and Ohio Railroad, local officials, and American Radiator officials. The Bremen Kiwanis Club organized the event that included a brief tour of the town, speeches, music, and a banquet at the Arco Hotel. The depot's use followed the declining use of the railroad as the automobile became the preferred method of transportation. The new depot served the town for forty years with passenger service until it ceased in 1971 and was used only as a railroad office. That use ended in 1987 with the transfer of the railroad's last station manager from this location, Melvere Sheley.¹⁵ The Baltimore & Ohio Railroad retained its identity until 1986; the railroad through Bremen is an active line currently operated by CSX.

ARCHITECTURE

Originally depots were fairly utilitarian and lacked distinctive architectural style. As railroad construction increased and the need for more sophisticated stations emerged, depots began to take on architectural styles of the period including Italianate and the Stick Style. Depot plans were fairly standardized and included a waiting area at one end of the building and a baggage/freight area at the other end separated by a station manager's office. The station manager's office typically had a bay formed on one long side of the depot with walls in either a polygonal or rectangular plan. By the end of the 19th century a new architectural style had emerged as the most popular utilized in new depot construction. The new style was Richardsonian Romanesque popularized by architect H. H. Richardson. The style included large hipped roofs, heavy masonry walls, and large arches. Architects drew on Richardson's use of masonry and broad roof forms for their rail station designs. Most railroad architects simplified the costly stone work and elaborate details of Richardsonian Romanesque so that their designs could be standardized. The rise of the Arts & Crafts movement fit well into these ideas. Simple groups of functionally-placed openings sheltered under deep eaves of a hip roof became the iconic image of an American small town rail station. Railroads began replacing the simple side-gabled frame depots of earlier times with these newer depots. Occasionally, a depot in a larger city called for a different solution. Monumental classicism was most popular for such places by 1900-1910. However, railroads sometimes selected Tudor Revival (Decatur, Indiana, 1902); Sullivanese (Michigan City, Indiana, 1928); or Art Deco (South Bend, Indiana, 1929) for depot projects. The Bremen depot represents a sophisticated late example of a railroad station.

Colonial Revival/Georgian Revival

The Bremen B&O Depot follows very closely the colonial prototypes being used for Colonial Revival architecture of the period, however more residential in nature than typical Colonial Revival designed depots. The Colonial Revival style gained popularity after the World's Columbian Exposition in Chicago in 1893 where it was heralded as an expression of the American identity. The style became increasingly popular in the early 1900's and remained a desired style through

¹² *Bremen Enquirer*, April 4, 1929

¹³ Lancaster, pg. 8

¹⁴ *Bremen Enquirer*, April 4, 1929

¹⁵ "Mel" Sheley provided an extensive amount of information on the depot, having served as station manager at the Bremen location from c. 1955-1987

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the first half of the twentieth century. This revival of the style borrowed from Colonial America in form and ornamentation. Variants in the style, as found on the Bremen depot, followed more closely the Georgian and Adam prototypes of early colonial architecture in America, attempting to find a more pure representation.¹⁶

The building's proportions represents single story colonial prototypes complete with carefully articulated roof dormers for a half story space above the principal floor area. Simple regulation of windows and entries and their details also follow the colonial model. This includes the flat arch lintels composed of brick soldiers in the form of a jack arch with a stone keystone that is slightly taller than the top of the brick arch. The short overhanging, boxed-in eave detail of the roof with simple cornice also represents the style. While the windows follow the later Colonial Revival model of multiple panes of glass in the upper sash over a single pane of glass in the lower sash, the dormer windows are replicated to match the original windows with highly ornate mullion design.

Two features help to interpret the building as a slightly more pure form of the style with Georgian or Adam influence. These are the strong use of full porticos at the entries, articulated dormers, and the tall parapeted side walls complete with chimneys at their centers rising high above the ridge line of the roof. Even the brick pattern selected, in a Flemish bond pattern, indicates a more sophisticated design of the Colonial Revival style. The Georgian variant of the style broke from the traditional hipped roof Colonial Revival depot design used earlier on other B&O depots. The porticos also were more sophisticated features more commonly found on larger urban depots, such as the depot in Gary. It is unclear if the resemblance to more residential architecture was intended due to the building's proximity to the residential area lining Center Street, or just a change in late railroad depot design philosophy (very few depots were constructed after 1920); however it certainly was acknowledged. A newspaper article states that "in its outward appearance, it looks more like a residence building of the colonial type than a railroad station".¹⁷ This level of architectural sophistication was highly unusual for small railroad stations constructed in rural communities.

There has been no success in making a determination of who designed the depot. The name R. Ramsay Smith with a copyright mark is located on the original rendering of the depot prior to the inclusion of porticos (1928); however Smith may have only been responsible for the rendering. In an article written about the dedication of the depot R. F. Everet was listed as one of the railroad officials, and as the Building Engineer located out of the B&O Railroad's Garrett office. However, it is indeterminate if Everet was the design engineer or a supervising engineer for the railroad. During the period in which the Bremen depot was redesigned and constructed the B&O Railroad's Chief Engineer was H. A. Lane, their Engineer of Building was L. P. Kimball, and their Engineer of Construction was A. M. Kinsman. The B&O Railroad used the term "Engineer of Buildings" for the head of their design division, but it is indeterminate if Kimball designed the Bremen depot, though he has been credited with the design of other depots. Both Lane and Kimball are referenced in these positions as early as 1922 and Kinsman as early as 1905.¹⁸

Developmental history/additional historic context information (if appropriate)

The Bremen depot was located on one of several historical railroads in Marshall County. These include the Pennsylvania Railroad (or Pittsburg-Ft. Wayne-Chicago) that runs east/west through the center of the county through the communities of Bourbon, Inwood, Plymouth, and Donaldson. The Vandalia Railroad and the former Nickel Plate Railroad (or Lake Erie-Western) also were located in the county and essentially ran north/south through the communities of Argos, Plymouth, and Tyner (Nickel Plate) and Culver, Plymouth, and LaPaz (Vandalia). Another east/west railroad (New York-Chicago-St. Louis) is located in the southern part of the county and goes through the communities of Tippecanoe, Argos, and Burr Oak. The railroad also went through a number of small railroad villages that never developed full railroad stations.

Bremen's depot is one of only four train depots that remain in Marshall County. The Pennsylvania Station and Nickel Plate Depot are both extant in Plymouth. The Pennsylvania Station is a brick Colonial Revival building constructed in 1914 and the Nickel Plate Depot was constructed in 1889 in the Stick Style. Both of these buildings are used for railroad storage and are in deteriorating condition. Culver's Vandalia Railroad Station was constructed with minor Craftsman

¹⁶ McAlester, pg. 324

¹⁷ *Bremen Enquirer*, October 24, 1929

¹⁸ Conversation with B&O Museum Archivist, John Magness

Bremen Baltimore & Ohio Railroad Station
Name of Property

Marshall County, IN
County and State

details in about 1925; it is brick with parapeted side gables. It has been converted to a meeting hall for the Culver Lions organization. The county's other depots, most of them small wooden structures, have been razed.

In 1914 there were 123 depots on the three B&O lines through Indiana; the number had dropped to 27 by 1986. At the time of Parker's book there were only 11 depots remaining on the Chicago line of the B&O.¹⁹ The B&O Railroad constructed wood depots in LaPaz and Teegarden west of Bremen in Marshall County; these are no longer extant. West of Marshall County the B&O Railroad constructed wood depots in Walkerton, Miller and other smaller communities prior to the rails' junction with the Grand Trunk leading into Chicago. Only the Miller depot, constructed in 1910, is extant; it has been renovated and is in use as a restaurant. Gary's Union Station, a large Classical Revival building, was constructed by the B&O in 1910 and is extant.

East of Bremen the Baltimore & Ohio Railroad constructed a Colonial Revival depot in Nappanee in 1910; it has little similarities to the Bremen depot. Nappanee is approximately ten miles east of Bremen; its depot remains an active passenger station. East of Nappanee the next B&O town was Syracuse. It retains its historic depot that was constructed in 1913 in much the same style as Nappanee's depot; it is in deteriorating condition. East of Syracuse a wood depot was constructed in Wawasee in 1908; it was relocated to Benton, IN. East of Wawasee only two other B&O depots remain in Indiana. One is in Garrett, a town founded by the Baltimore & Ohio Railroad and named for its president; the building is the railroad's freight depot constructed as a simple side gabled building in about 1910. The other is the Auburn Junction Depot that was constructed about the time the B&O Railroad was constructed through Indiana, in 1874. It was built in the Italianate style and relocated from its original site. Most of the remaining B&O depots in Indiana date to the infrastructure improvements between 1910 and 1917; Bremen's construction in 1929 came considerably later.

9. Major Bibliographical References

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

Alexander, Edwin P., Down at the Depot: American Railroad Stations From 1831 to 1920. New York, Crown Publishers, 1970.

"New Depot Now Assured; B.&O. To Start Soon" *Bremen Enquirer*, 25 October 1928, Page 1

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McDonald, Daniel. 1881 History of Marshall County, Indiana Illustrated. Kingman Brothers, publishers, Chicago, 1881.

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¹⁹ Parker, pg. 23

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County and State

Sheley, Melvere "Mel", interviews with the last station manager for the Bremen B&O depot.

Standard Atlas of Marshall County. Geo. A. Ogle & Co., publisher. Chicago, 1908.

Standard Atlas of Marshall County. Geo. A. Ogle & Co., publisher. Chicago, 1922.

Stover, John F. History of the Baltimore & Ohio Railroad. Purdue University Press, West Lafayette, 1995.

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): 099-065-03006

10. Geographical Data

Acreage of Property .05 acre
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>572111</u>	<u>4589425</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

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

The boundary is the building footprint of the Bremen Baltimore & Ohio Railroad Station including its porticos, located in the entry park on the northeast side of town bounded by State Road 106 on its east side, 2nd Street on its north side, and Douglas Street on its west side.

Boundary Justification (Explain why the boundaries were selected.)

The boundary was chosen due to the building's relocation to the entry park site. The site itself does not relate or contribute to the historical significance of the building, therefore only the building itself is being nominated.

Bremen Baltimore & Ohio Railroad Station
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11. Form Prepared By

name/title Kurt West Garner
organization Partners in Preservation, Inc. date April 1, 2011
street & number 12954 6th Road telephone 574-936-0613
city or town Plymouth state IN zip code 46563
e-mail kwgarner@kwgarner.com

Additional Documentation

Submit the following items with the completed form:

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Bremen Baltimore & Ohio Railroad Station
City or Vicinity: Bremen
County: Marshall State: Indiana
Photographer: Kurt West Garner
Date Photographed: March 25, 2011
Description of Photograph(s) and number: 0001 Exterior of depot, looking northwest
1 of 9.

Name of Property: Bremen Baltimore & Ohio Railroad Station
City or Vicinity: Bremen
County: Marshall State: Indiana
Photographer: Kurt West Garner
Date Photographed: March 25, 2011

Bremen Baltimore & Ohio Railroad Station
Name of Property

Marshall County, IN
County and State

Description of Photograph(s) and number: 0002 Exterior of depot, looking southeast

2 of 9.

Name of Property: Bremen Baltimore & Ohio Railroad Station

City or Vicinity: Bremen

County: Marshall State: Indiana

Photographer: Kurt West Garner

Date Photographed: March 25, 2011

Description of Photograph(s) and number: 0003 Interior of waiting room, looking northeast

3 of 9.

Name of Property: Bremen Baltimore & Ohio Railroad Station

City or Vicinity: Bremen

County: Marshall State: Indiana

Photographer: Kurt West Garner

Date Photographed: March 25, 2011

Description of Photograph(s) and number: 0004 Interior of waiting room, looking northwest

4 of 9.

Name of Property: Bremen Baltimore & Ohio Railroad Station

City or Vicinity: Bremen

County: Marshall State: Indiana

Photographer: Kurt West Garner

Date Photographed: March 25, 2011

Description of Photograph(s) and number: 0005 Interior of waiting room, looking southeast

5 of 9.

Name of Property: Bremen Baltimore & Ohio Railroad Station

City or Vicinity: Bremen

Bremen Baltimore & Ohio Railroad Station
Name of Property

Marshall County, IN
County and State

County: Marshall State: Indiana

Photographer: Kurt West Garner

Date Photographed: March 25, 2011

Description of Photograph(s) and number: 0006 Interior of waiting room, looking south
6 of 9.

Name of Property: Bremen Baltimore & Ohio Railroad Station

City or Vicinity: Bremen

County: Marshall State: Indiana

Photographer: Kurt West Garner

Date Photographed: March 25, 2011

Description of Photograph(s) and number: 0007 Interior of baggage room, looking northeast
7 of 9.

Name of Property: Bremen Baltimore & Ohio Railroad Station

City or Vicinity: Bremen

County: Marshall State: Indiana

Photographer: Kurt West Garner

Date Photographed: March 25, 2011

Description of Photograph(s) and number: 0008 Interior of office, looking northeast
8 of 9.

Name of Property: Bremen Baltimore & Ohio Railroad Station

City or Vicinity: Bremen

County: Marshall State: Indiana

Photographer: Kurt West Garner

Date Photographed: March 25, 2011

Description of Photograph(s) and number: 0009 Interior of historic restroom, looking southeast
9 of 9.

Bremen Baltimore & Ohio Railroad Station
Name of Property

Marshall County, IN
County and State

Property Owner:

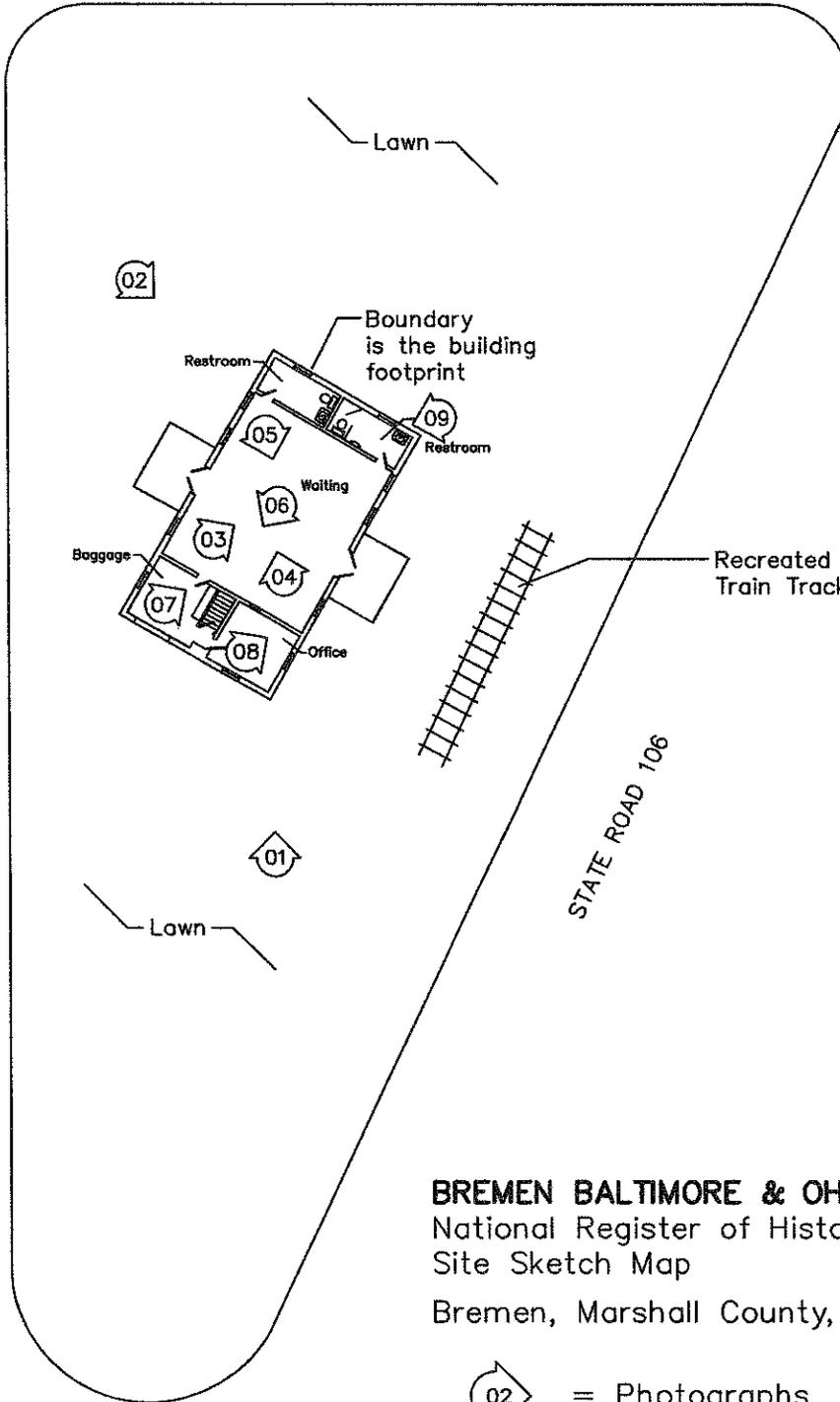
(Complete this item at the request of the SHPO or FPO.)

name Town of Bremen/ co RT Henke
street & number 420 South Shumaker Drive telephone 574-546-4340
city or town Bremen state IN zip code 46506

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 18 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.

2ND STREET

DOUGLAS STREET



BREMEN BALTIMORE & OHIO RAILROAD STATION
 National Register of Historic Places
 Site Sketch Map
 Bremen, Marshall County, IN

02 = Photographs

Former Baltimore & Ohio Railroad
 approx. 1/4 mile south





Bremen B&O Railroad Station, Marshall Co., IN #1



Bremen B&O Railroad Station, Marshall Co., IN #2



Bremen B&O Railroad Station, Marshall Co., IN #5



Bremen B&O Railroad Station, Marshall Co., IN #8